

CA20N  
HY  
-A56

# ANNUAL REPORT

OF THE

Applied Sci.  
Serials

## Department of Highways

(ONTARIO)

FOR THE FISCAL YEAR ENDING MARCH 31st

1936 / 1937

PRINTED BY ORDER OF  
THE LEGISLATIVE ASSEMBLY OF ONTARIO

SESSIONAL PAPER No. 32, 1938



TORONTO

Printed and Published by T. E. Bowman, Printer to the King's Most Excellent Majesty  
1938





ANNUAL REPORT  
OF THE  
**Department of Highways**  
**ONTARIO**

FOR THE FISCAL YEAR ENDING MARCH 31st  
**1937**

PRINTED BY ORDER OF  
THE LEGISLATIVE ASSEMBLY OF ONTARIO

SESSIONAL PAPER No. 32, 1938



ONTARIO

TORONTO

Printed and Published by T. E. Bowman, Printer to the King's Most Excellent Majesty  
1938








## CONTENTS

---

Ontario and Its Highways, Report of R. M. Smith, Deputy Minister.....	8
Report of Highways Accountant, by G. E. F. Smith, Chief Accountant.....	9
Report of Gasoline Tax, by S. O. Cuthbertson, Chief Inspector.....	9
Map showing System of King's Highways and Road Numbers.....	11
Report on King's Highways, by A. A. Smith, Chief Engineer.....	12-25
Report of Bridges Completed on the King's Highways, by Arthur Sedgwick, Bridge Engineer.....	26-28
Report on Municipal Roads, by J. A. P. Marshall, Assistant Chief Engineer, Municipal Roads.....	29-39
Appendices:	
1. Details of Construction, King's Highways.....	42-43
2. Expenditure on King's Highways by Counties.....	44-48
3. Expenditure on King's Highways by Roads.....	49-50
4. Schedule of Assumptions and Reversions.....	51
5. Growth of County Road Expenditures and Provincial Grants.....	52
6. Country Road Mileage and Expenditure.....	53
7. Summary of Work done on County Roads.....	54
8. Summary of Expenditure on County Roads.....	56-57
9. Summary of Maintenance and Repairs on County Roads.....	58-59
10. Summary of Expenditure on Township Roads.....	60-61
11. Summary of County and Township Levies on Basis of Equalized Assessment...	62-63
13. Road Surfaces by Counties.....	64-65
14. Summary of County Levies on Basis of Equalized Assessment.....	66
15. Typical Taxation on a 100-Acre Farm.....	68-73
Report of Motor Vehicle Branch, by J. P. Bickell, Registrar.....	74-87
Report of Financial Responsibility Division, by J. P. Bickell.....	88
Accident Reporting Division, by J. P. Bickell.....	89-100



Digitized by the Internet Archive  
in 2023 with funding from  
University of Toronto



TO THE HONOURABLE ALBERT MATTHEWS, LL.D.,  
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:—

The undersigned has the honour to present herewith for your consideration the Report of the Department of Highways for the Fiscal Year ended 31st March, 1937.

Respectfully submitted,

T. B. MCQUESTEN,  
Minister of Highways,  
Ontario.

Département of Highways, Ontario.  
Toronto, February 23rd, 1938.

TO THE HONOURABLE T. B. McQUESTEN, K.C., B.A., LL.B.,  
Minister of Highway, Ontario.

SIR:—

I have the honour to present herewith Report on the activities of the Department of Highways for the Fiscal Year ended 31st March, 1937.

The Report covers operations and functions performed by the various departments, including King's Highways, Municipal Roads, Bridge Construction, Accounting and Motor Vehicles.

I have the honour to be, Sir,

Your obedient servant,

R. M. SMITH,  
Deputy Minister.

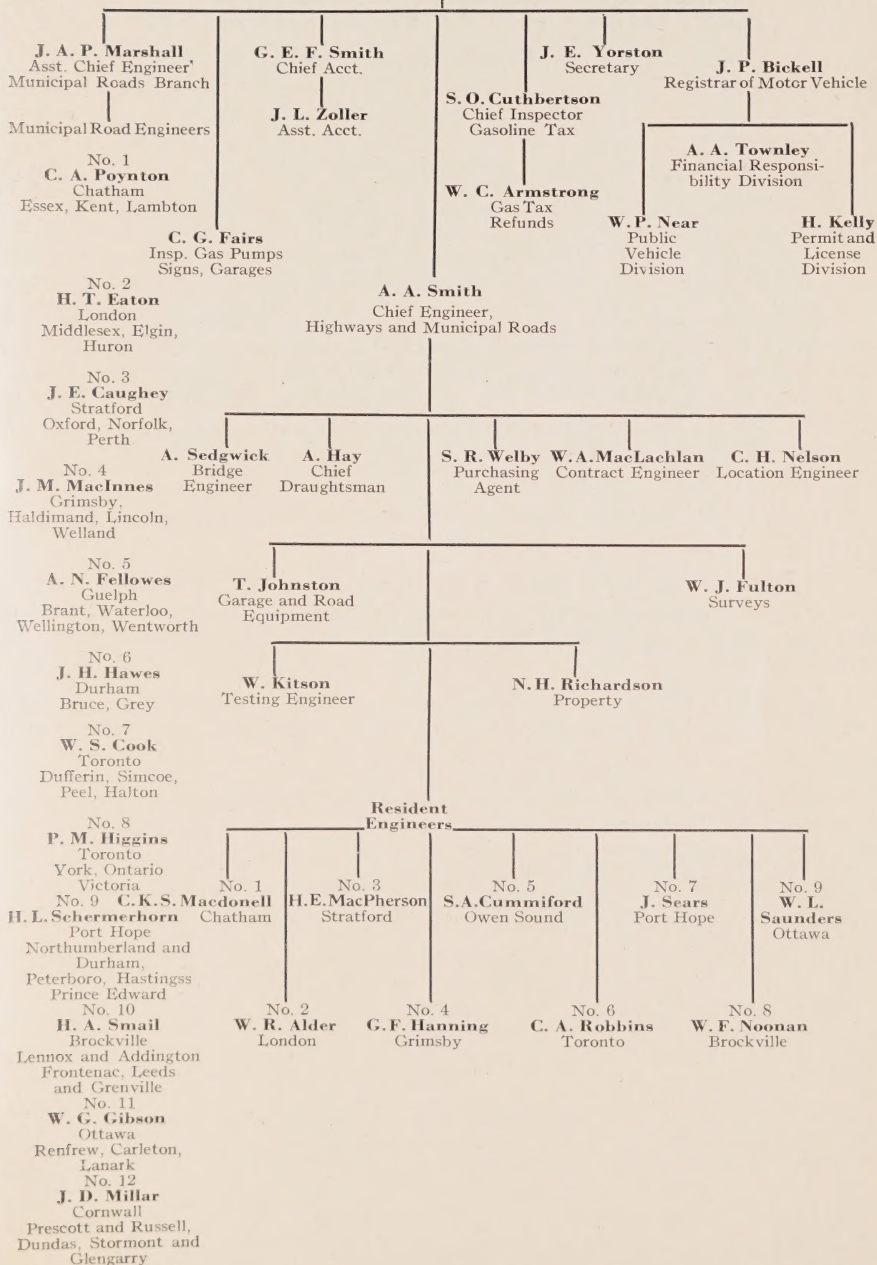
Department of Highways, Ontario.  
Toronto, February 23rd, 1938.



**1936**  
**ORGANIZATION CHART**  
**ONTARIO DEPARTMENT OF HIGHWAYS**

**Hon. T. B. McQuesten**  
 Minister of Highways

**R. M. Smith**  
 Deputy Minister



# ONTARIO AND ITS HIGHWAYS

By R. M. Smith, Deputy Minister

---

During the twelve months ending March 31, 1937, both the revenue and expenditure of the Department of Highways showed an increase over that of the previous twelve months: Revenue by \$2,093,054.41 and expenditure by \$2,512,991.87, while the excess of revenue over expenditure for the current year is \$17,203,390.12 as compared with an excess of \$17,623,327.58 the previous year.

Construction work while not very extensive was of a high quality, indicative of approved tendencies in modern highway development. Several high level bridges, railway grade separations, and a considerable amount of permanent paving work was completed. The year saw a beginning made in the construction of the new type of dual highway whereby traffic lanes of opposite directions are divided by a boulevard. Safety for the motorist is the factor stressed in adopting these modern methods.

A net of 212.51 miles of highway was added to the Provincial system during the year.

New high records were made in all classes of motor vehicles registrations and drivers' licenses, with a corresponding increase in the revenue of this branch of the Department. The increase in registrations resulted also in a new high figure for gasoline taxes.

The Department gave considerable time and work planning and preparing for a long range development program which will be reflected in the work of future years.

Detailed reports of the activities of the several branches of the Department will be found on the following pages.

The administration of the Department of Northern Development came under the Department of Highways during the year but both Departments functioned as separate units, an amalgamation having been accomplished to become effective as of April 1, 1937.



**REPORT OF THE HIGHWAYS ACCOUNTANT****By G. E. F. Smith, Chief Accountant**

To R. M. SMITH, Esq.,  
*Deputy Minister of Highways.*

The following is a summary of Expenditure and Revenue for the fiscal year April 1, 1936 to March 31, 1937:—

**EXPENDITURE**

The King's Highways.....	\$ 6,202,520.80
Grants to Counties.....	1,934,474.28
Grants to Townships and Indian Reserves.....	1,819,231.44
Grants to Connecting Links.....	95,454.09
Equipment Branch.....	81,219.77
Administration and Sundries.....	839,127.58
	<u>\$ 10,972,027.96</u>

**REVENUE**

Gasoline Tax.....	\$ 15,761,876.97
Motor Vehicles.....	10,916,491.08
Road Assessments.....	1,365,067.48
Permits, Garages, Signs, Etc.....	88,726.05
Interest.....	31,864.39
Sales of Property.....	6,805.83
Miscellaneous.....	4,586.28
	<u>\$ 28,175,418.08</u>

As in previous years, the books of the Municipalities, accepting aid under the Highway Improvement Act, were audited by the Accounting Department.

**REPORT OF GASOLINE TAX REVENUE****By S. O. Cuthbertson, Chief Inspector, Gasoline Handling Act**

MR. R. M. SMITH,  
*Deputy Minister of Highways,*

The gross gasoline tax collections for the fiscal year of the Province of Ontario from April 1st, 1936 to March 31st, 1937 (both dates inclusive) amounted to \$17,201,669.29.

For the same period there were 52,484 claims for refund of gasoline tax dealt with in the Department, and of which claims there were \$1,439,792.32 refunded by the Department. The refund claims were paid to farmers, manufacturers, motor boat users, cleaners and dyers, aeroplanes, etc. The gasoline tax is applicable to all gasoline purchased in the Province of Ontario irrespective of what use the gasoline is put to. Provision, however, is made for the relief from the tax to persons using gasoline for other purposes than propelling a motor vehicle on the Highways of the Province. The regulations of the Department, however, must be adhered to in order that a refund claim be given consideration.

The net gasoline tax revenue, after having paid the above mentioned refunds amounted to \$15,761,876.97 for the fiscal period of the Province of Ontario from April 1st, 1936 to March 31st, 1937 (both dates inclusive).

S. O. CUTHBERTSON,,

*Chief Inspector Gasoline Handling Act.*

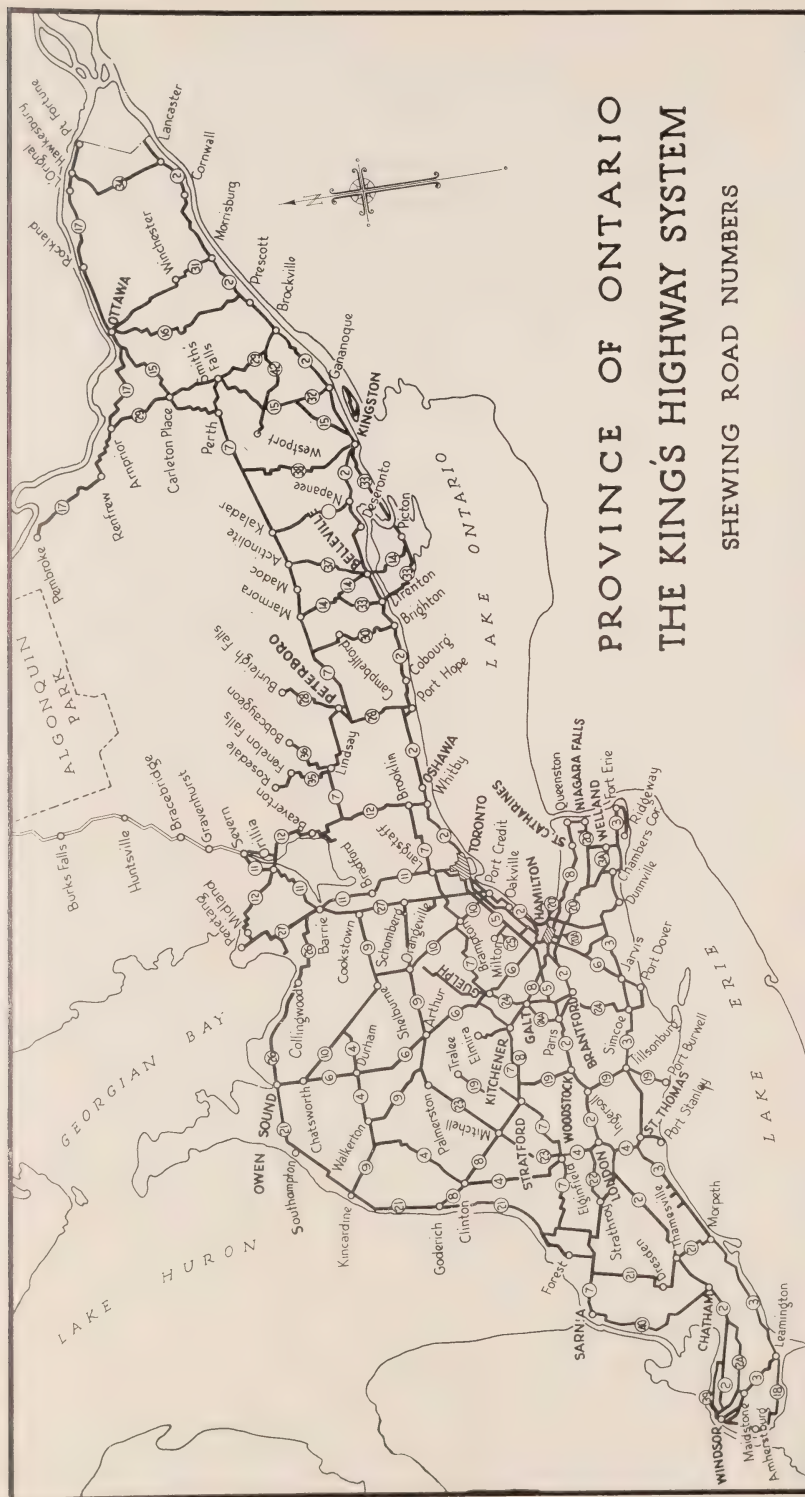


No. 2 Highway.— $\frac{3}{4}$  mile east of Woodstock showing Grading and Sidewalk on dual highway construction.



Looking east from West end of Alfred-Plantagenet Township Line Diversion.





## ANNUAL REPORT FOR 1936

### KING'S HIGHWAY OPERATIONS

A. A. Smith, Chief Engineer

The year 1936 was not a big year from a construction standpoint, though considerably more paving was done than during the previous year.

No let up was allowed in maintenance operations and all highways were kept in first-class condition. This work included the resurfacing of over 200 miles of gravel road, and the treating of all gravel roads with either an oil dust layer or calcium chloride.

All pavement surfaces were looked after, this requiring about 220 miles of surface treatment for bituminous and macadam roads.

Shouldering, drainage, weed cutting, sign painting and road marking, etc., were carefully carried out.

In line with the regular maintenance program over 3,700 miles of roads were kept open by the Department for winter traffic. This required the employment of about sixty privately owned trucks, in addition to the large units provided by the Department which operated on the heaviest travelled roads as well as sections where snow conditions were the worst. Approximately 1,200 miles of snow fencing was erected which curtailed drifting to a great extent.

Road surfaces where icy conditions occurred, which due to the open winter was very frequent, were immediately treated with sand which had already had a small percentage of either salt or calcium chloride combined with it.

On 1936 contracts, labour was supplied to the contractors through the Provincial Department of Labour, the Contractors being allowed to supply 15% as key men. The Contractor was not required to use rotated labour as in 1935.

An eight hour day applied for six days a week working time. Minimum rates of pay for common labour and men and teams were embodied in the contract, with prevailing rates for all other classes to apply. Certified payrolls were furnished to the Department as required.

Under an agreement the Federal Government contributed to over 80 projects which were awarded by contract. On this work they paid 50% of the cost.

Practically no changes were made in pavement cross-sections or material requirements.

The year saw the beginning of dual highways, namely a double road surface with a centre boulevard. Considerable work was done between Toronto and Burlington on the Middle Road; grading for this type of road and also some paving from Brown's Line west and around Burlington. Grading for dual lane roads was also started between Homer and Stamford, east from Woodstock, Kingston Road Toronto east and Brockville westerly.

On the Middle Road two large bridges, further outlined hereafter, were constructed at Oakville and Bronte Creeks and two dangerous and crooked stream crossings eliminated. A grade separation north of Burlington was also constructed for highway traffic south.

The mileage of King's Highways at the end of 1936 was:—

Concrete Pavement.....	1444.87	miles.
Asphaltic Concrete Pavement.....	272.62	"
Mixed Macadam Pavement.....	588.65	"
Penetration Macadam.....	276.91	"
Retread and Mulch.....	93.24	"
Waterbound Macadam.....	193.72	"
Trafficbound Macadam.....	27.91	"
Stabilized.....	36.01	"
Gravel.....	809.68	"
	<hr/> 3743.61	<hr/> "

During the Construction period the following work was done:—

Concrete Pavement.....	50	miles.
10' Concrete Pavement.....	12	"
Asphaltic Concrete over Old Concrete.....	4.6	"
Mixed Macadam.....	10	"
Penetration Macadam.....	20.4	"
Retread.....	11	"
New grading on other than paving contracts.....	95	"

## RESIDENCY No. 1 — CHATHAM

### Road No. 2.

3½ miles of concrete pavement were constructed east of Tilbury, on a new location, which eliminated two very dangerous level crossings and also considerably improved the road alignment.

### Road No. 18.

A 250-foot bridge was built over the Canard River north of Amherstburg.

Bituminous penetration pavement was laid between Harrow and Malden Centre, about 7 miles; this made the pavement on this road continuous from Windsor to Leamington.

### Road No. 21.

A 320-foot structure was built across the Thames River at Thamesville, with a concrete sub-structure and a steel superstructure, the superstructure having the design of an inverted suspension bridge.

On Road No. 21A about 6 miles of grading and culverts were completed from Forest north.

### Road No. 40.

Concrete pavement was laid through the villages between Wallaceburg and Sarnia, some of it being 30' wide with curb and gutter and storm sewers.

Some rip-rapping, started the year before, was carried out along the St. Clair River as an erosion preventative.



The location of the proposed International Bridge at Point Edward was surveyed, and borings taken for foundation information for the proposed structure.

From New Glasgow, on No. 3 Highway, concrete pavement was laid north to Rodney.

All roads on this Residency were kept open for winter traffic.

About 7 miles of bituminous roads were surface treated, and all gravel roads were given an application of oil dust layer or calcium chloride.

#### RESIDENCY No. 2 — LONDON

##### Road No. 2.

A grading contract was carried from Woodstock in preparation for a two lane pavement. This work was north of, and parallel to, the old pavement and allowed for a 30-foot boulevard, and by so doing preserved most of the trees.

##### Road No. 4.

Between Lambeth and Talbotville, the shoulders along the old concrete pavement were widened, and culverts lengthened, to accommodate the construction of a future three lane pavement.

The bridge over Dingman's Creek, south of Lambeth, and two bridges over Kettle Creek west of St. Thomas, were widened to a 40-foot width of roadway.



Middle Road West of Oakville Dual Highway Construction.



Cut looking west 2.1 miles East from Danforth and Highway No. 2 intersection.

#### Road No. 6.

Between Jarvis and Hagersville the old waterbound Macadam was resurfaced, for a length of 1.8 miles, with a cold laid bituminous surface; this was carried out also through the village of Hagersville.

#### Road No. 19.

In the villages of Eden, Straffordville, Vienna and Port Burwell, a bituminous penetration pavement was laid; also, between Straffordville and Port Burwell the subgrade, where springy, was tile drained.

During the winter season all roads on the Residency were kept open for traffic. Considerably the largest cost of winter maintenance was caused by grading.

14 miles of bituminous surfaced roads were surface treated.

#### RESIDENCY No. 3 — STRATFORD

#### Road No. 4.

Concrete pavement was laid from  $1\frac{1}{2}$  miles south of Blyth to 3.7 miles north of Blyth; the balance of this road north to No. 9 Highway was given a light coat of gravel.

#### Road No. 7.

The C.N.R. Subway near New Hamburg was rebuilt, 50% of the cost of this work being paid by the Department.

About two miles of old concrete pavement between New Hamburg and Kitchener was resurfaced with cold laid bituminous material.

#### **Road No. 9.**

A large new culvert was put in at Clifford by day labour.

#### **Road No. 19.**

A 50-foot span rigid frame concrete bridge, three miles north of Milverton started in 1935 was completed. A similar bridge south of Tralee was constructed and the stream diverted.

#### **Road No. 21.**

A premix gravel surface was laid from three miles south of Bayfield to Drysdale, slightly over five miles. Seven culverts were rebuilt between Kintail and Sheppardton.

#### **Waterloo — Elmira Road.**

Three diversions were put through, and considerable shouldering was done; also new culverts installed and the Right-of-Way widened to 66 feet.

All roads on the Residency were kept open for winter traffic.

About 19 miles of bituminous roads were surface treated, and all gravel roads were given an application, either of oil dust layer, or calcium chloride.



Middle Road west of Oakville Dual Highway construction.





Cut looking East, West of Scarboro overhead bridge. 4.3 miles east of Danforth and Highway No. 2 intersection.

#### RESIDENCY No. 4 — GRIMSBY

##### **Middle Road — (Toronto — Hamilton).**

A new bridge was constructed north of Oakville on the new widened Highway, being a concrete arch structure, having two main arches and eight smaller ones; the main arches are 80 feet high, and have a span of 145 feet. The overall length of this structure is 615 feet, pavement width is 40 feet, with two six-foot sidewalks.

A very similar bridge was built over Bronte Creek. One mile of double pavement with boulevard was built from Campbell's Corners to Burlington subway approach.

A grade separation bridge, at Middle Road and Burlington cut-off, was constructed.

9.4 miles of grading and culverts from Guelph Line to Trafalgar 7th Line were carried out, with 20-foot lanes having 10-foot shoulders, and a central boulevard of 30 feet, except for the narrowing at the approaches to the bridges. Trees were saved where at all possible.

1.2 miles of double lane pavement were completed between Brant Street and the Guelph Line; the old highway was utilized as the south lane, and a new 20-foot concrete strip was laid to the north, forming the west bound lane.

##### **Homer — Stamford Road.**

About 4 miles of grading was completed on a new Right-of-Way. The grade is 90 feet wide, for separate traffic lanes with boulevard. This road shortens the distance by about two miles.

### Dundas Diversion.

A new road was graded, leaving Highway No. 2 at west limits of Hamilton, and cuts across country to join end of King Street, in Dundas.

This new road does away with the dangerous curves on Highway No. 8 through Binkley's Hollow and at Cotton Factory Hill. This was graded for a double highway with a 20-foot boulevard.

### Wellandport Bridge and Diversion.

This diversion eliminated five sharp bends in the old road. The new bridge consists of a 100-foot truss span on concrete piers, with concrete deck, and two 25-foot concrete approach arches. Rip-rapping with one man stone was done at the south approach.

### Elfrida — Binbrook Road.

1 mile of mixed macadam was laid north from Binbrook, the old 10-foot concrete slab was widened with black base to 20-foot wide, the whole was topped with 1" of asphaltic concrete, and the shoulders widened.

### Brant's Pond.

To overcome an unsightly swamp and dumping ground, Brant's Pond was filled in, and the extension of the new double lane highway from Burlington to Niagara Falls can now be carried on a much improved alignment. This filling was done by a dredge operating in Hamilton Bay.

All roads on this Residency were kept open for winter traffic.

Fifty miles of bituminous and macadam roads were surface treated.



December 10th, 1936.—Fill on swamp showing the displacement of the muskeg.  
Verona-Hartington.



Aerial view of part of new Road between Toronto and Hamilton, showing in middle foreground the Burlington underpass at the "semi-clover leaf" connection between the new Niagara Falls Highway and the middle Road. In the background is shown the Burlington Subway under the C.N.R. Both structures completed in 1936.



## RESIDENCY No. 5 — OWEN SOUND

**Road No. 4.**

In the town of Walkerton a concrete cantilever rigid frame bridge was started.

**Road No. 10.**

South of Flesherton  $6\frac{1}{2}$  miles of 10-foot concrete pavement was paved with another 10-foot strip and north of Markdale five miles of concrete were laid. Some grading was also done north of this with widened shoulders.

Five culverts were replaced south of Shelburne.

**Road No. 26.**

The western approach to Meaford was improved by a diversion of a half mile, which was paved with mixed macadam.

A grading contract between Cookstown and Alliston was started.

All roads on the Residency were kept open for winter traffic. Owing to light snow fall and the icy condition prevailing, sanding operations were very heavy.

Thirty-seven miles of surface treatment was done.

All gravel roads were treated with oil dust layer or calcium chloride.

## RESIDENCY No. 6 — TORONTO

**Road No. 2.**

On the Lake Shore Road East of Oakville one mile of the old concrete pavement was widened to 30 feet and surfaced with a 3" asphaltic concrete top, with concrete curb and gutter and storm sewers. The shoulders were also widened.

From Long Branch to Port Credit 3.65 miles of the old concrete pavement was widened to 40-feet and the whole surfaced with a three-inch two-course asphaltic concrete surface. Curb and gutter and storm sewer were installed.

On the Kingston Road from the Cenotaph to Highland Creek, a contract for grading, culvert extension, storm sewers, curb and gutter and concrete pavement with a 20-foot boulevard was started. Over four miles of 20-foot concrete pavement was completed and 1 mile of 10-foot strip.

**Middle Road.**

Between Hurontario Street and Brown's Line 4.53 miles of 20-foot concrete pavement was laid on the south side and 4.53 miles of 10-foot strip was completed on the north side with a centre boulevard.

Between Shook's Hill and Oakville over 4 miles were graded and culverts extended to permit the construction later of two twenty-foot pavements and 30-foot centre boulevard.

**Road No. 11.**

One mile of penetration macadam was constructed at Holland Landing Hill on a revised alignment.



Blast ahead of fill to remove muskeg. Highway No. 38, Verona.

#### Road No. 12.

3.7 miles of concrete pavement and a subway under the Canadian National Railway were constructed between Midland and Port McNicoll.

6.6 miles of grading was completed between Coldwater and Warminster on a much improved alignment.

#### Road No. 27.

From Dundas Street north on Brown's Line over six miles of new grading was completed.

A contract was awarded for a penetration pavement from Bolton to Brown's Line; but the grading only was completed.

All roads in the Residency were kept open for winter traffic.

Thirteen miles of macadam and bituminous roads were surface treated and all gravel roads had application either of calcium chloride or oil dust layer.

#### RESIDENCY No. 7 — PORT HOPE

#### Road No. 2.

Grading and Culvert extensions for a dual lane highway were completed east from Belleville for  $1\frac{1}{4}$  miles. This work included one bridge.

#### Road No. 7.

A mixed macadam pavement was laid through the villages of Norwood and Havelock; this was finished with a one inch trap rock surface and included storm sewer and curb and gutter.

Tile drainage was installed from Peterborough easterly twelve miles where necessary.

Several miles of concrete were laid on Lansdowne Avenue on the Peterborough cut-off.

#### **Road No. 28.**

About 12 miles of grading and culverts were completed between Lakefield and Burleigh Falls except for some trimming.

#### **Road No. 30.**

Six miles of penetration macadam was contracted for from Campbellford south, about two miles of which was completed.

#### **Road No. 33.**

At Carrying Place a two mile diversion was graded.

Between Picton and Glenora the road was realigned and graded.

The bridge over the Murray Canal which was started in 1935 was completed and opened for traffic.

#### **Road No. 35.**

A 7-mile grading contract between Fenelon Falls and Rosedale was completed with the exception of one mile of trimming.



No. 2 Highway.—Two miles East of Woodstock showing grading and sidewalk construction on dual highway.





No. 2 Highway.—One mile east of Woodstock showing grading and sidewalk on dual highway construction.

#### Road No. 36.

A contract for a retread pavement from six miles south of Bobcaygeon westerly was started and about  $5\frac{1}{2}$  miles complete.

All roads on the Residency were kept open for winter traffic.

Thirty-two miles of bituminous and macadam roads were surface treated.

All gravel roads were treated with oil dust layer or calcium chloride.

#### RESIDENCY NO. 8 — BROCKVILLE

#### Road No. 2.

The grading for a dual lane highway with centre boulevard from Brockville westerly four miles was about 60% completed through a heavy granite area.

Between Cataraqui and Kingston one and a half miles of penetration macadam was surfaced with an inch of a cold bituminous mix.

#### Road No. 7.

Sixteen miles of road from Actinolite east were gravelled by day labour.

#### Road No. 15.

Mixed macadam was laid easterly from Perth for  $5\frac{1}{4}$  miles but not sealed.

#### Road No. 33.

On a 15-mile contract for grading and penetration macadam from Kingston to Bath, a large proportion of the grading was completed and about three miles of pavement.

Steel and concrete bridges were erected at Little Cataraqui Creek, Collins Bay and Millhaven Creek.

### Road No. 38.

From Elbow Creek near Parham, southerly to Godfrey railway crossing, over 6 miles of new grading was completed.

On a  $2\frac{1}{2}$  mile grading contract for a diversion northeast of Verona, the work was partially completed. Through the swamp the rock fill was settled by the use of dynamite.

### Road No. 42.

Between Delta and Phillipsville 3.67 miles was graded and gravelled, and the grades and alignment were greatly improved.

### Wolfe Island Road.

Stone was crushed and placed on this road.

All roads on this Residency were kept open for winter traffic.

Forty-five miles of macadam and bituminous roads were surface treated.

All gravel roads were treated with oil dust layer or calcium chloride.

### RESIDENCY No. 9 — OTTAWA

### Road No. 16.

A new high level bridge with concrete piers and abutments over the Rideau River at Beckett's Landing was contracted for. This was to replace the old bridge which had a swing span. The approaches were completed and the bridge about 70% finished.



Jordan River Bridge Road No. 8 Grimsby-St. Catharines Built 1936.

**Road No. 17.**

The Bonnichere River bridge in the town of Renfrew was opened to traffic.

The concrete pavement was completed between Renfrew and Arnprior and shoulders widened to the new standard.

A short section of concrete pavement completed the new pavement between Alfred and Plantaganet.

**Road No. 29.**

North from Pakenham over six miles of penetration macadam surface laid and a considerable amount of tile drain installed.

**Road No. 31.**

North from Williamsburg  $4\frac{1}{2}$  miles of concrete pavement was laid. This makes the concrete pavement continuous from Morrisburg to the north boundary of Dundas County.

Work was started on a subway under the Canadian National Railway main line north of Morrisburg.

**Road No. 34.**

A ten-foot concrete pavement was laid from Lancaster North for about six miles. Local crushed stone and imported sand were the aggregate for this work.

Crushed stone was placed on the section of road between Vankleek Hill and Alexandria.

All the roads in the Residency were kept open for winter traffic.

$47\frac{1}{2}$  miles of road was surface treated.

---

**REPORT ON BRIDGES COMPLETED ON THE KING'S HIGHWAY**

**Arthur Sedgwick, Chief Bridge Engineer**

*Southern District.* — During the year 1936 there were 28 bridges completed in the Southern District.

Particular mention may be made of the following more important structures:

*Burlington Subway:* — This is a subway to carry the new four lane Middle Road Highway under the C.N.R. tracks. The very acute angle of intersection between highway and railway required two 111 foot plate girder skew spans with a centre pier.

*Burlington Underpass:* — This is a reinforced concrete twin span rigid frame structure to form the "semi-clover leaf" connection between the new Niagara Falls Highway with the Middle Road Highway.

*Sixteen Mile Creek Bridge:* — This is also on the Middle Road Highway and is a reinforced concrete structure consisting of three 135 foot concrete arch spans and five 50 foot concrete beam spans.



*Twelve Mile Creek Bridge:* — This is a similar structure to the previous one and also on the Middle Road with three 135 foot arch spans and five 50 foot beam spans. Each of these two bridges has a forty foot roadway and two 6 foot sidewalks.

*Holland Landing Bridge:* — This is a new bridge replacing two steel through truss spans with 15 foot roadway on Highway No. 11 over the Holland River. The bridge is unique in that it consists of creosoted timber pile bents supporting nine 27 foot steel beam spans with concrete floor. It has a thirty foot roadway and two five foot sidewalks. These timber bents required 60 foot B.C. Fir piles to reach a firm bearing. This type of construction is entirely new and affords a satisfactory and durable bridge at an economical cost and one which can be widened at any time to meet heavier traffic requirements.

*Canard River Bridge:* — This is a similar structure to the previous one but with five 50 foot steel beam spans. This structure is on Highway No. 18 in Essex County. This type of structure enabled the road to be straightened out at the river at a moderate cost.

*Jordan River Bridge:* — This is a new concrete bridge on Highway No. 8 replacing a very narrow steel bridge at the bottom of a steep crooked grade. It consists of an 80 foot spandrel filled concrete arch with a 20 foot flanking arch at either end.

*Dingman's Creek Bridge Extension:* — This is a steel Warren Truss bridge of 62½ feet span, which was widened from a twenty-three foot roadway to a forty foot roadway. The existing bridge was shifted over and one truss removed which was replaced with a box girder. The floor beams were extended from this girder and connected to the truss which had been shifted over to its required new position. Traffic was maintained over the bridge throughout the whole of the operations.

*Peterborough Bridge:* — This consists of a 214 foot span swing bridge removed from the old Welland Canal and a new 75 foot steel span and a 37 foot concrete span, the whole forming a new bridge over the Trent Canal and Otonabee River on Highway No. 7 at the easterly environs of the City of Peterborough. The swing span is electrically operated and is built higher than the old one so that most of the smaller crafts can pass under the same without the necessity of its being opened.

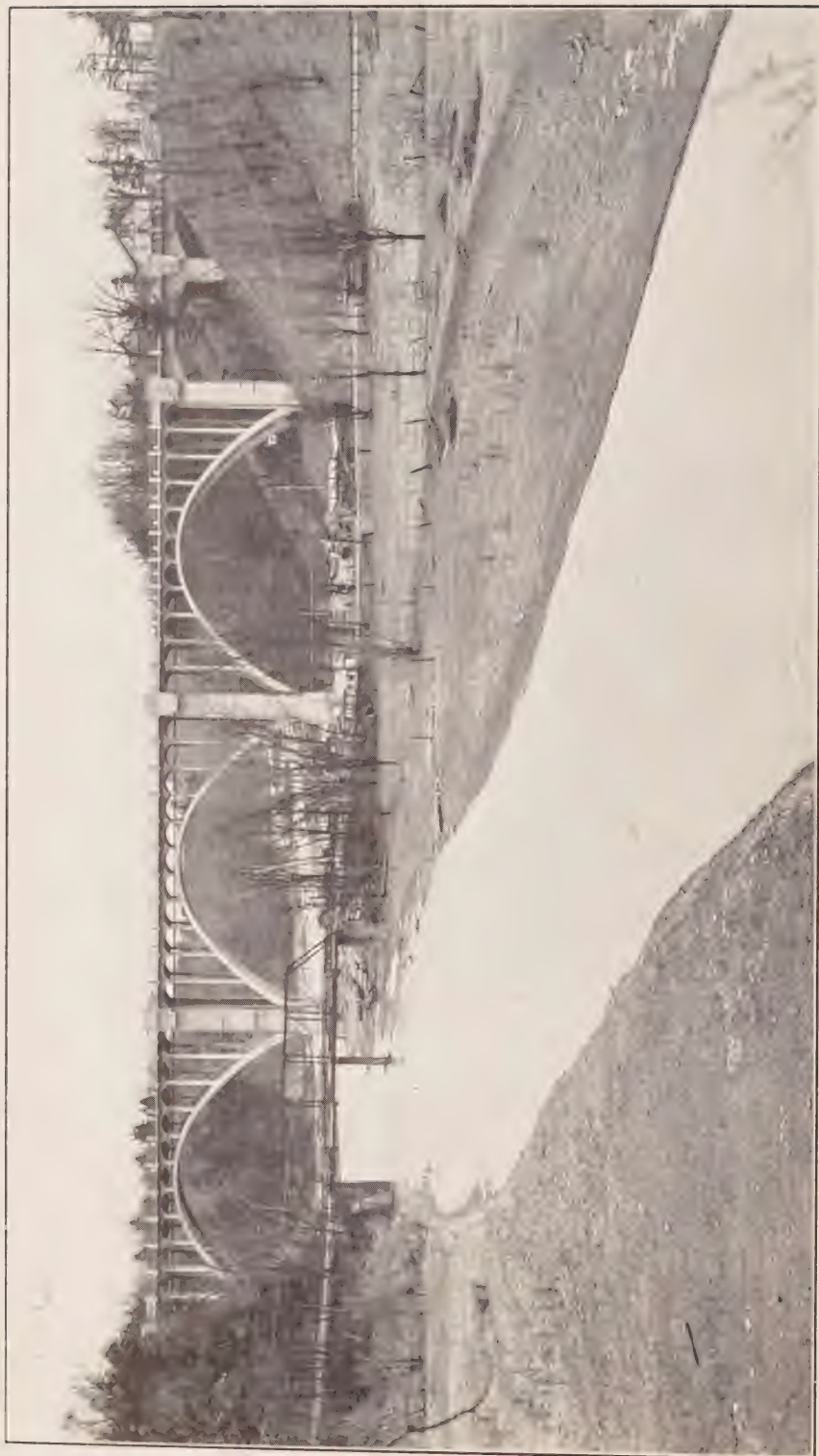
*Murray Canal Bridge:* — This is a new steel swing bridge replacing a timber structure on Highway No. 33 and eliminating bad turns in the road on the Canal bank.

*Queen's Bridge Extension:* — This is a widening of the bridges over Kettle Creek on Highway No. 4 on the boundary of St. Thomas. The existing bridge was a twin 80 foot concrete arch structure and the feature of this work was the widening of these arches with rigid framespans. The rigid frame principle permitted a larger saving in excavation and concrete work than would have been required if the original arch design had been extended.

## IMPROVEMENT IN ONTARIO FOR 1936

27

Name	Type	Span	Road No.	Township	County
Bell's Creek	Concrete Rigid Frame	40' 0"	2	Thurlow	Hastings
Black Creek No. 5.	Concrete Rigid Frame	50' 0"	19	Mornington	Perth
Burlington Subway	Steel Plate Girder	2 at 111' 0"	Middle Road	Nelson	Halton
Burlington Underpass	Concrete Rigid Frame	2 at 27' 8"	Middle Road		Halton
Canard River	Steel Beams on Cresosoted Timber Bents.	5 at 50' 0"		Anderdon	Essex
Collins Bay	Steel Beams	52' 0"	18	Kingston	Frontenac
Dingman's Creek Extension	Steel Truss and Girders	62' 6"	33	Westminster	Middlesex
Dodd's Creek Extension No. 2	Concrete Rigid Frame	30' 0"	4	Southwold	Elgin
Dundas Creek	Concrete Arch.	40' 0"	2	Gore of Ancaster	Wentworth
Hess Creek No. 1 Extension	Concrete Rigid Frame	31' 10"	31	Williamsburg	Dundas
Hess Creek No. 2 Extension	Concrete Rigid Frame	31' 10"	31	Williamsburg	Dundas
Holland Landing	Steel Beams on Cresosoted Timber Bents.	9 at 27' 0"	11	Gwillimbury E. & W.	Simcoe
Jordan River	Concrete Arch.	18' 10"—79' 8"—17' 5"	8	Louth	Lincoln
Little Creek No. 2	Concrete Rigid Frame	40' 0"	33	Kingston	Frontenac
Little Sixteen Mile Creek	Concrete Arch.	30' 0"	Middle Road	Trafalgar	Halton
Midland Subway	Steel Plate Girder	69' 0"	12	Tay	Simcoe
Millhaven	Steel Beams	52' 0"	33	Ernestown	Lennox-Addington
Murray Canal	Low Steel Truss Swing Span Concrete Approach Span.	Swing 146' 3" Approach 32' 2"	33	Murray	Northumberland
New Hamburg Subway	Steel Plate Girder	96' 11"	7	N. & S. Easthope	Perth
Oakville Culvert Extension	Concrete Arch.	25' 0"	2	Trafalgar	Halton
Peterborough	Through Steel Truss Swing Span.	214' 0"	7	Monaghan	Peterborough
	Low Steel Truss Approach.	75' 0"			
	Concrete Beam & Slab Approaches	37' 0"			
Queen's Bridge Extension	Concrete Arch.	2 at 80' 0"	4	Yarmouth	Elgin
Renfrew Bridge	Concrete Beam & Slab.	3 at 30' 4"	17	Horton	Renfrew
Sheridan Arch Extension	Concrete Arch.	2 at 25' 0"	Middle Road	Trafalgar	Halton
Sixteen Mile Creek	Concrete Arch.	30' 0"			
Toronto Twp. Extension	Concrete Arch Ribs.	2 Arch Spans at 132' 8"	Middle Road	Trafalgar	Halton
Twelve Mile Creek	Concrete Beam & Slab	5 Beam Spans at 48' 3"	Middle Road	Toronto	Peel
Wellandport No. 2	Concrete Rigid Frame Arch.	26' 0"			
	Concrete Rigid Frame	3 Arch Spans at 132' 8"	Middle Road		
	Concrete Beam and Slabs.	3 Beam Spans at 48' 3"	Middle Road		
	Concrete Rigid Frame.	34' 8"	Middle Road	Trafalgar	Halton
			Bismark to Beckett's Bridge.	Gainsborough	Lincoln



Bronte Bridge over Twelve Mile Creek. Middle Road, Toronto-Hamilton Highway. Completed 1936.



1936

## Report upon the work of the Municipal Branch for the year 1936

J. A. P. Marshall, Chief Engineer of Municipal Roads

### COUNTY ROADS

Provincial aid to counties on road improvement is given through County Road Systems under The Highway Improvement Act.

Since the passing of The Highway Improvement Act in 1901 and to the end of 1936 a total of \$130,767,711.66 has been expended on construction and maintenance of county roads, of which the Province has contributed \$61,623,763.37. This includes the county expenditure during 1936, on which the provincial subsidy was paid in 1937.

At the end of 1936 the Province was paying subsidies to the counties on 306.3 miles of county roads—approximately 15 per cent. of the total road mileage in the area covered by the County Road System.

Expenditure on county roads in 1936 was as follows:—

	Total Expenditure	Provincial Subsidy
<b>Construction:—</b>		
County Roads.....	\$ 1,369,957.71	\$ 684,966.82
<b>Maintenance:—</b>		
County Roads.....	2,068,230.82	1,033,977.81
Total Expenditure.....	\$ 3,438,188.53	\$ 1,718,944.63

The work on which the above expenditure for construction was made included the following:—

Gravel or Stone.....	123.26 miles.
Surface-treated gravel or stone.....	121.80 "
Low-cost bituminous surfaces.....	65.97 "
Mixed macadam and asphaltic concrete.....	3.24 "
Cement concrete.....	4.42 "
Total.....	318.69 "

Bridges over 10-foot span.....	48
Steel Arch and concrete culverts.....	40
Pipe and tile culverts.....	799

### Construction Work

A detailed list of the important work undertaken by the various counties is found further in this report grouped in districts.

### Maintenance Work

Bituminous Surface Treatment.....	329.19 miles.
Dust Prevention Treatment (oil).....	167.10 "
Dust Prevention Treatment (calcium).....	584.09 "
Dust Prevention Treatment (salt).....	2.85 "
Clay-gravel stabilization (calcium).....	74.69 "
Clay-gravel stabilization (salt).....	19.25 "
Gravel and Crushed Stone Resurfacing:—	
(a) Pitrun gravel applied.....	184,331 cu. yds.
(b) Crushed gravel applied.....	277,409 "
(c) Crushed stone applied.....	71,785 "
Snow Removal — Season 1936-1937:—	
(a) Mileage of road kept open with mechanical equipment.....	4577 miles.
(b) Snow fence erected.....	402.55 "

### County Suburban Roads

The mileage of suburban roads is 750.5 miles. The expenditure at the end of 1936 amounted to \$24,805,184.23 of which the cities and separated towns have contributed \$6,538,903.32, or five per cent of the total expenditure made on the County Road System.

In 1936 the expenditure on County Suburban Roads was \$752,369.72 of which the Province contributed \$376,164.56 and the cities \$188,102.58.

#### EXPENDITURES ON SUBURBAN ROADS — 1936

Name of County	Mileage	Totals	Government Grants 50%
Brant.....	24.7	\$ 15,936.60	\$ 7,968.30
Carleton.....	89.6	109,765.36	54,882.68
Elgin.....	18.3	2,458.66	1,229.33
Essex.....	37.5	6,071.40	3,035.70
Frontenac.....	28.5	27,039.73	13,519.86
Grey.....	34.2	20,446.61	10,223.31
Kent.....	9.5	3,268.24	1,634.12
Lambton.....	12.0	3,353.63	1,676.81
Lanark.....	7.2	255.00	127.50
Leeds and Grenville { Smith's Falls.....	4.0	5,969.41	2,984.71
{ Brockville.....	6.3	2,879.80	1,439.90
Lincoln.....	12.3	4,783.54	2,391.77
Middlesex.....	35.2	8,356.79	4,178.39
Ontario.....	13.5	9,903.54	4,951.77
Oxford.....	3.9	671.36	335.68
Perth.....	7.5	1,668.79	834.39
Peterboro.....	40.0	26,370.15	13,185.08
Waterloo { Kitchener.....	6.2	9,772.18	4,886.09
{ Galt.....	7.5	10,049.65	5,024.83
Welland { Niagara Falls.....	9.9	4,273.93	2,136.96
{ Welland.....	6.5	2,888.14	1,444.07
Wellington.....	13.0	6,432.29	3,216.14
Wentworth.....	61.5	62,325.14	31,162.57
York.....	261.7	407,429.78	203,694.60
Totals.....	750.5	\$ 752,369.72	\$376,164.56

#### DISTRICT NO. 1 — *Counties of Essex, Kent and Lambton.*

*Essex* — During the season 1.25 miles of plant-mix asphalt mulch was laid on County Road No. 6 at Stoney Point. Draining, grading and the surfacing of one mile on County Road No. 3 north of Cedar Creek in S. Gosfield Township was carried out. Maintenance work was carried out to a high standard.

*Kent* — 1.5 miles asphalt mulch was laid on County Road No. 3 from King's Highway No. 2 to Bothwell and 1.5 miles of a similar surface on Road No. 15 south of King's Highway No. 3; 1.1 miles in the Village of Eriean; 1.5 miles of tar mulch was laid on County Road No. 12 south of King's Highway No. 3.

About 5 miles of gravel road south from Charing Cross to Cedar Springs was stabilized with clay and calcium chloride.

*Lambton* — On County Road No. 2 in Con. IV in Euphemia relocation work was carried out entailing 4,000 cubic yards cut. Three culverts were extended on Road No. 9 in Bosanquet.

In preparation for a more permanent surface 2.5 miles of Plank Road (Sarnia Sub. Area) was scarified and the old plank removed. The reconditioning of one power maintainer, and the purchase of another practically eliminated horse patrols on maintenance.

DISTRICT No. 2 — *Counties of Elgin, Middlesex and Huron.*

*Elgin* — The McIntosh Bridge over the Thames River between the Counties of Elgin and Middlesex was reconstructed. The total over all length of the four spans is 313 feet, 11.5 inches, and the piers of concrete were placed on creosote piles.

In Port Stanley the approaches to the Bridge were improved, and on County Road No. 30 in Yarmouth Township 0.5 miles of grading and gravelling was completed.

Maintenance work was efficiently carried out over the entire system.

*Middlesex County* — Plover Mills Hill on County Road No. 26 in West Nissouri Township was graded. This work will be completed in 1937. 15 miles of light grading was carried out on various roads of the County Road System. 40 pipe culverts were installed.

Maintenance work was carried out over the entire system.

*Huron* — At Grand Bend a stream diversion was undertaken and a new bridge was constructed which greatly improved the corner.

About ten miles of salt stabilization was laid. Maintenance work was efficiently carried out over the entire system.

DISTRICT No. 3 — *Counties of Norfolk, Oxford and Perth.*

*Norfolk* — Construction 8.25 miles of grading was undertaken, and 5.75 miles of gravelling. 1,354 feet of perforated pipe for drainage purposes was laid. 9,705 cubic yards of crushed gravel was used and 35,500 cubic yards of earth moved in the grading operation.

9 pipe culverts and 2 arch abutment culverts were built.

Maintenance, 65,800 square yards of retreading mulch roads. 150,500 square yards double surface treatment, and 515,400 square yards of various types of tar stabilized surfaces. In all, 251,000 gallons of bituminous material was used, and 20,118 cubic yards of commercial stone and crushed gravel was used in resurfacing operations.

*Oxford* — Four narrow bridges were replaced by modern structures.

8 miles of bituminous surface treatment was carried out and 6.6 miles were stabilized with clay and calcium chloride.

Twenty miles of snow fence was erected on County Roads.

Maintenance work was efficiently carried out over the entire system.

*Perth County* — Five miles of new grade was constructed and metalled. Forty-one pipe culverts were installed.

DISTRICT No. 4 — *Counties of Haldimand, Lincoln and Welland.*

*Haldimand* — The York Bridge extension was carried out. This work consisted of replacing wooden trestle with three spans each of 47 feet span of rigid frame type reinforced concrete. Other extensions were made to the Kohler and Nagel Bridges on County Road No. 8.



17 miles of bituminous surface treatment was carried out as well as 6.5 miles of stabilized roads with calcium chloride.

Maintenance work was well carried out over the entire system,

*Lincoln* — Double bituminous surface treatment of 8 miles was undertaken and 34 miles of bituminous surface treatment. The Rockway Bridge was widened to 32 feet and a very sharp reversed curve in the road was improved. The Sink Hole Bridge on the county line between Lincoln and Wentworth was built in a new location. In the St. Catharine Suburban Area 0.2 miles of concrete pavement were widened.

General maintenance work has been efficiently carried out over the entire system.

*Welland* — Three miles of county roads were widened to twenty foot width with bituminous penetration and earth shoulders widened to correspond. Eleven miles of bituminous surface treatment was carried out, and fifty miles of bituminous cold patching was done. Alignment was improved at the Netherby Corner.

DISTRICT No. 5 — *Counties of Brant, Waterloo, Wellington and Wentworth.*

*Brant* — Two miles of grading and metalling was done, and 0.5 miles of underdraining. Two miles of road was stabilized with calcium chloride and six miles with salt. One reinforced concrete bridge of 18 foot span was constructed.

Maintenance work was well carried out with power maintainer and using a truck with underslung blade over the entire system.

*Waterloo* — The Hartman Bridge in the Village of New Hamburg of 136 foot span of steel and concrete was constructed. Very little construction work was done in this county during 1936, but maintenance work was efficiently carried out and the high standard was kept up. A very commendable feature is that of tile draining all roads as they break up in the spring.

125 miles were kept open during the winter, costing \$60.12 per mile including snow fences and repairs.

*Wellington* — During the season of 1936, 8 miles of grading was undertaken and this mileage was also surfaced with gravel. Thirty miles of road were treated with bituminous dust layer, and fifty miles were treated with calcium chloride.

Maintenance work was efficiently carried out over the entire system.

*Wentworth* — Nine miles of grading was undertaken on the County Road System. In the Hamilton and Wentworth Suburban Area 5 miles of retreads was built. On County Road No. 11 the Hildreth Bridge was constructed.

Maintenance work was efficiently carried out over the entire system which reflects the high standard of organization here.

DISTRICT No. 6 — *Counties of Bruce and Grey.*

*Bruce* — 3.67 miles of bituminous retread pavement was laid between Walkerton and Paisley, and about 1 mile in the Villages of Tiverton and Wiarton. Approximately 5 miles of new grade was constructed at various locations throughout the system consisting chiefly of hill cutting. Four new reinforced concrete bridges were constructed by contract.

1.25 miles of bituminous double surface treatment was carried out on the Elora Road immediately north of King's Highway No. 9.

The entire system was maintained in a very creditable manner considering the prolonged drought during the season. 70 miles of gravel road was treated with calcium chloride in addition to 6 miles of stabilization west of Hepworth.

*Grey* — Several sharp corners were eliminated on the Beaver Valley Road through Collingwood and Euphrasia Townships. On the Owen Sound Suburban Area 2.87 miles of bituminous retread pavement was laid on the Leith Road, and hill cutting undertaken in Sarawak Township north of Owen Sound.

Crushed gravel from the County pit was delivered to the roads at an average cost of 51.7 cents per cubic yard.

Maintenance work was well carried out, and 75 miles of gravel roads were treated with calcium chloride.

DISTRICT No. 7 — *Counties of Dufferin, Halton, Peel and Simcoe.*

*Dufferin* — Maintenance work was the principal county activity during 1936. About 10 miles of semi-stabilized road was built using calcium chloride.

About 21,000 cubic yards of crushed gravel was used in resurfacing costing .69 cents per cubic yard laid on the road.

*Halton* — The ten-foot concrete pavement from Bronte Station to King's Highway No. 2 was widened out to eighteen feet by building a four-foot strip of cold mix on each side of the original pavement. The bituminous pavement through the Village of Glen William was extended nine hundred feet. Two concrete bridges and two concrete culverts were built.

Maintenance work was well carried out over the entire system. 18,500 cubic yards of crushed gravel was used in resurfacing. 8.44 miles of gravel roads were treated with calcium chloride.

*Peel* — Two one mile sections of a pre-mixed bituminous gravel mulch pavement twenty feet in width were laid.

A level railway crossing in Albion Township was greatly improved by the cutting of the banks along the railway, widening the roadway out to twenty-eight feet, and extending a concrete culvert.

A bituminous surface treatment was applied to 3.5 miles of road. Also as a dust prevention treatment, oil was used for 8 miles and calcium chloride applied to 5 miles of county roads.

The entire system was well maintained.

*Simcoe* — During the 1936 season, Piper's Hill in Adjala Township was reduced to a seven per cent. grade and widened out to twenty-eight feet. This necessitated extending one concrete culvert 32 feet and removing 12,000 cubic yards of earth.

Seven miles of road was treated with oil and twenty-eight miles with calcium chloride for preventing dust. The County also erected 23 miles of snow fence and used 16,000 cubic yards of road metal in resurfacing.

Maintenance work was well carried out over the whole system.

DISTRICT No. 8 — *Counties of Ontario, Victoria and York.*

*Ontario* — 3.75 miles of bituminous retread was laid on County Road No. 10 in Uxbridge Township, on County Road No. 16 from King's Highway No. 12 westerly, on County Road No. 2 Port Perry southerly and on County Road No. 4 from King's Highway No. 12 westerly. 1.25 miles was also laid in the Oshawa Suburban Area on County Road No. 2 in Con. VI East Whitby Township.

Maintenance work consisting of gravel resurfacing on twenty-five miles and oiling 13.5 miles of gravel roads. 13.8 miles were stabilized using calcium chloride and 2.8 miles were treated with calcium chloride as a dust layer.

*Victoria* — Grading and gravelling was carried out on County Road No. 4 for 1.2 miles in Ops Township, and also on Road No. 21, 1.2 miles in Con. III and IV, Fenelon. Relief Labour from the Town of Lindsay was used on these works.

26 miles of county roads were resurfaced. Stabilization with clay and calcium chloride was carried out on 20 miles and dust layer (calcium chloride) applied on 14 miles.

*York* — The main construction projects during 1936 were (1) 1.74 miles of bituminous macadam pavement was laid on Bathurst Street from Glencairn Avenue to Wilson Avenue, (2) 2.73 miles of bituminous gravel mulch was laid on the Aurora Road from Potageville westerly, (3) 3.92 miles of cement concrete was constructed on the York Road from the Kennedy Road to Oriole, (4) 3.72 miles of grading and gravelling with necessary structures was carried out on Steeles Avenue from Yonge Street to the Don Mills Road.

Maintenance work consisted of 50 miles of gravel and stone resurfacing, 50 miles of bituminous surface treatment, 17 miles of dust-layer (calcium chloride) applied, and the keeping open of 300 miles of winter roads.

DISTRICT NO. 9 — *Counties of Hastings, Northumberland and Durham, Peterborough, and Prince Edward.*

*Hastings* — The county roads in the Village of Tweed were surfaced with bituminous pre-mix retread and the pavement in the Village of Marlbank widened with the same material.

A new concrete and steel bridge of 40 foot span was constructed to replace the narrow bridge at West Huntingdon on County Road No. 1, also the Bridges at Stoco were strengthened by the addition of heavy steel stringers and concrete floor placed on one.

Maintenance work consisted of dust laying, resurfacing throughout the system.

*Northumberland and Durham* — Many old culverts of wooden construction across various roads were replaced with steel culverts. The construction of the pier common to the swing span of the Wallace Point Bridge (Boundary of Northumberland and Durham and Peterborough) was commenced late in the year.

General maintenance work was carried out and the roads kept in a fair condition by power maintainer and resurfacing with gravel. Approximately 13 miles of paved roads were surfaced.

*Peterborough* — A bituminous gravel mulch was laid in Warsaw Village, and also 1 mile east of the City of Peterborough on Warsaw Road. Doxe's Bridge in Chandos Township consisting of concrete and steel span of 73 feet was constructed.

Maintenance work was efficiently carried out over the entire system.

*Prince Edward* — 3.45 miles of bituminous retread was constructed.

Roads were maintained, the gravel by power maintainer, and the macadam by surface treatment and patching.



DISTRICT No. 10 — *Counties of Frontenac, Lennox and Addington, Leeds and Grenville.*

*Frontenac* — 1.5 miles of mixed\* macadam was laid on Division Street in the Kingston Suburban Area. 3.8 miles double surface treatment was carried out in three sections—one on the Woodburn Road No. 12 in Pittsburg Township, one on the Harrowsmith Road No. 5, and also south of Harrowsmith on No. 3B.

The timber bridge at Hawley's Swamp Road No. 6S was replaced by a covered bridge.

During the year the Kingston Suburban Area purchased a spraying machine to be used for patching, and also weed killing.

Maintenance work was efficiently carried out over the system.

*Lennox and Addington* — Two miles of bituminous retread was laid and three miles of waterbound macadam surface treated.

Mention should be made of the death of Mr. T. V. Anderson who died as a result of an accident. Mr. T. V. Anderson's services as County Road Superintendent will long be remembered for the splendid part he played in the improvement of roads in this county.

*Leeds and Grenville* — 2.75 miles of bituminous retread was laid. 0.75 miles being in the Smith Falls Suburban Area, one mile on County Road No. 13 at Phillippsville, and one mile on County Road No. 3A from King's Highway No. 2 towards Ivy Lee. One mile of bituminous gravel mulch was laid on County Road No. 24 east of Kemptville, and one block of concrete pavement laid in the Village of Cardinal.

Maintenance work was carried out over the entire system.

DISTRICT No. 11 — *Counties of Carleton, Lanark and Renfrew.*

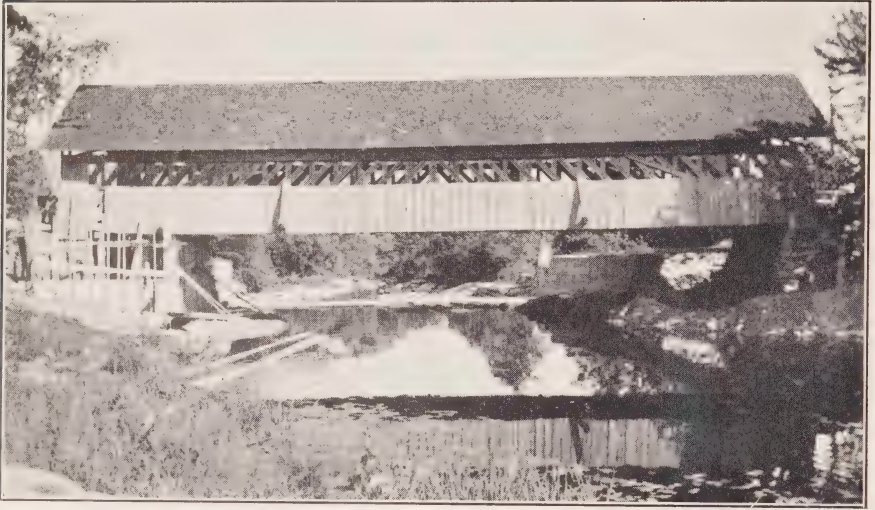
*Carleton* — Construction of the Richmond Road through Westboro was undertaken as well as the widening of surface and shoulders on part of Richmond Road. Heavy grading was carried out on the River Road.

The Suburban Roads Commission continued their policy of stabilizing gravel surfaces preparatory to paving.

Last of its kind in Stormont, Dundas and Glengarry Counties, and probably in Ontario, the old covered bridge at Martintown, shown in the accompanying photographs, is being demolished to make way for a modern steel structure. While the wooden bridge is perfectly sound, with the exception of a little rot at the abutment ends, it was not strong enough to carry heavy truck traffic, as the St. Andrews-Martintown County Highway is now such an important road through Glengarry, and a new bridge became necessary.

Actual records are lacking, but it is believed that the covered wooden bridge was built in 1862, five years before Confederation, as a connecting link in the old King's Highway from Montreal to Toronto. The King's Road was built as a military precaution, to facilitate the rapid movement of troops, but was never called upon to serve that purpose.

The original bridge preceding the covered structure, was swept away when the River Aux Raisin (Black River) flooded its banks in 1861 or 1862. At that time Martintown was known as McMartin's Mills, and was a thriving little centre. The mill pond created by the dam under the bridge, provided a source of water power for small textile and grain mills which played an important part in the life of the community, and many general stores and blacksmith shops reflected the prosperity which they created.



Covered Bridge, Martintown, Glengarry County. One of the last covered bridges in Ontario. Replaced 1936.



Steel Bridge replacing old covered Bridge at Martintown.

*Lanark* — Considerable maintenance work was done by power machinery, and the road surfaces are in fair condition. The Smith Falls-Merrickville Road is now completed with bituminous top throughout.

2.5 miles were stabilized using calcium chloride.

*Renfrew* — A reinforced concrete and steel bridge 36 foot span was built at Forresters Falls. Plans for a large bridge over the Bonnechere River at Burnstown were started.

Considerable maintenance was carried out over the entire system and the county roads appear in good condition.

DISTRICT NO. 12 — *Counties of Prescott and Russell, Dundas, Stormont and Glengarry.*

*Prescott and Russell* — A crushed gravel surface was placed on County Road No. 15 in Township of Cumberland, and on the Russell-Cambridge Boundary.

Considerable cold patching was done in an effort to hold rapidly breaking bituminous roads. Road No. 13 was surface treated for eight miles from Vankleek Hill easterly. Extensive repairs were made to the Castore Bridge on County Road No. 5.

*Dundas, Stormont and Glengarry* — The covered bridge at Martintown in Glengarry County after 75 years service was replaced with a reinforced concrete and steel structure of 72 foot span. Twelve miles of bituminous pre-mix retread pavement was laid in one and two mile sections throughout the county. One and three quarter miles of grading completed on Roads No. 8 and No. 18, Townships of Williamsburg and Lancaster.

Surface treatment was applied to 72 miles of bituminous roads. Maintenance work was efficiently carried out over the entire system.

## ROAD CONFERENCE

The Twenty-Second Annual Road Conference was held on the 17th and 18th of February, 1936, and was largely attended by the various municipal officials. This annual interchange of experience and opinions is creating a great interest among the officials. Over two hundred were registered at the conference held in Forrester's Hall, College Street, Toronto.

In addition the Ninth Annual District Conference was held in London in March 1936 comprising the Middlesex, Elgin and Huron District, and the Eighth Annual Conference was held in Chatham also in March 1936 comprising the Essex, Lambton and Kent District. These smaller gatherings are very valuable supplement to the larger one and the friendly exchange of experiences in these districts thus made possible are believed by this Branch to be of great practical benefit to all those participating.

## TOWNSHIP ROADS

The total approved expenditure in 1936 of the 343 townships receiving aid under the Highway Improvement Act amounts to \$2,947,614.15. Subsidies amounting to \$1,232,974.17 were paid through the Highway Department.



The following shows the growth of provincial aid to townships on road improvement under the provisions of The Highway Improvement Act:—

1916.....	\$	1,241.71	towards Supt's salary.
1917.....		1,608.72	"
1918.....		1,910.59	"
1919.....		2,620.00	"
1920 (184 townships).....		340,973.38	commencement of aid
1921 (294 " ).....		708,486.91	on improvement.
1922 (312 " ).....		649,601.47	
1923 (315 " ).....		614,037.88	
1924 (320 " ).....		638,940.11	
1925 (272 " ).....		988,633.29	
1926 (295 " ).....		1,317,146.17	
1927 (307 " ).....		1,619,169.74	
1928 (324 " ).....		1,802,640.64	
1929 (337 " ).....		2,105,741.41	
1930 (342 " ).....		2,451,334.10	
1931 (344 " ).....		1,805,658.51	
1932 (343 " ).....		1,315,025.55	
1933 (338 " ).....		988,342.09	
1934 (338 " ).....		1,229,523.31	
1935 (339 " ).....		1,219,153.18	
1936 (343 " ).....		1,232,974.17	
		<u>\$ 21,027,381.91</u>	

## BRIDGES

A comprehensive analysis of all county and township bridges and culverts was carried out and completed. This schedule shows the number and size of such structures already built to a reasonable standard, and gives similar information including costs for those structures which will need to be built within the next few years.

## RAILROAD CROSSINGS

During the year a survey was made of all railroad crossings on both county and township roads by the various district engineers of this Branch.

## REGULATIONS

During 1936 the County Road Regulations and Township Road Regulations were revised and brought up to date and distributed to the various officials.

## NEW FEATURES

The Department publishes, as a matter of interest, a statement showing the typical taxation on farms of 100 acres taken from information out of the county and township levies. This comparative statement is made up by taking the total local assessment of a typical township in the county showing the total taxes paid by the individual tax payer on this 100 acres and shows the amount of road taxes including King's Highways, County Roads and Township Roads.

## INDIAN RESERVES

During the year 1936, the expenditure made on Indian Reserves was \$39,368.52 on which the Department subsidy amounted to \$17,963.64. Thirteen Indian Reserves are participating in Departmental assistance under the Highway Improvement Act.

Indian Reserve	Expenditure
Alnwick.....	\$ 474.36
Cape Crocker.....	3,452.83
Caradoc.....	7,222.08
Kettle and Stony Point.....	1,354.21
Moravain.....	263.62
Mud Lake.....	311.15
New Credit.....	1,246.77
Rice Lake.....	169.70
Sarnia.....	1,219.96
Saugeen.....	1,583.58
Six Nations.....	16,488.44
Tyendinaga.....	4,466.45
Walpole Island.....	1,115.37
	<u>\$ 39,368.52</u>

### CONCLUSION

The county engineers and superintendents of the various counties and suburban commissions along with the township road superintendents are making a great contribution to the improvement of municipal roads throughout Ontario, and this Department acknowledges with appreciation the kindly co-operation of all officials in this splendid work for the welfare of the people of Ontario.





---

---

# APPENDICES

Nos. 1 to 15

---

---

# APPENDIX

## DETAILS OF CONSTRUCTION KING'S

County	Bit. Mixed Method	Culverts and Extensions Built		Bridges and Subways	Miles of Grading and Shoulders	Miles of Gravel- ling
		Culverts Built	Exten- sions			
Brant.....					1.	8.
Bruce.....				1		44.3
Carleton.....				1		
Dufferin.....		5			.5	9.76
Elgin.....		16		2	8.2	9.
Essex.....		1	1	1	.2	7.1
Frontenac.....	1.64	4				
Grey.....	.5	45 C.I.P.	3	2	10.5	3.87
Haldimand.....		1	32		13.5	36.81
Halton.....		1				
Hastings.....		49				
Huron.....	5.2	2 C.I.P.	15	2	14.53	
Kent.....		6		1	1.25	5.82
Lambton.....		7			15.	38.6
Lanark.....	5.01	3	2	1	.2	18.6
Leeds and Grenville.....		1	1		6.5	67.3
Lennox and Addington.....		10				
Lincoln.....	.3	10 C.I.P.	10		10.06	4.71
Middlesex.....		4				
Norfolk.....		16 C.I.P.		1	9.86	8.95
Northumberland and Durham.....		13				
Ontario.....		6 C.I.P.		2	3.	
Oxford.....		9		1	5.	30.
Peel.....		10				
Perth.....		1	23		3.5	4.3
Peterborough.....	4.4	1		2	5.95	8.95
Prescott and Russell.....		51 C.I.P.			.2	15.
Prince Edward.....		9			7.	10.6
Renfrew.....		39 C.I.P.			2.05	
Simcoe.....		1	23		6.1	
Stormont, Dundas and Glengarry.....		16			22.72	
Victoria.....	5.5	19 C.I.P.		1	12.35	27.53
Waterloo.....		1	5		4.1	9.
Welland.....		7				
Wellington.....		23 C.I.P.			11.8	13.3
Wentworth.....	1.7	8 C.I.P.			8.6	2.
York.....		12			3.	
		1				
		9 C.I.P.				
		6	9	1	2.2	
		1 C.I.P.				
		28	22		20.97	

**No. 1**  
**HIGHWAYS, APRIL 1st, 1936 — MARCH 31st, 1937**

Miles of Traffic Bound Macadam	Miles of Bitumen Pene- tration	Miles of Asphaltic Concrete	Miles of Concrete Pavement	Lin. Ft. of Guard Rail	Lin. Ft. Storm Sewers and Tiling	Miles of Surface Treat- ment	Miles of Gravel Road Maint.	Miles of New Snow Fence Erected
		1.2			2600.	1.3	8.	.07
				736.25	3000.	23.55	63.5	.12
			4.2		400.		9.76	
	4.				49400.		9.	13.4
	7.1				63000.	7.7	7.1	1.2
4.82	3.9			740.	1854.	29.		12.12
			20'5.					
			10'7.	400.	22169.	12.8	36.81	2.5
	2.5					7.1		10.5
10.3		1.2	4.33	60.	52500.	20.45	3.65	15.43
18.5			5.2	10560.	250.	13.	65.	3.5
			3.5		31680.	4.	61.25	23.
						9.5	18.6	.6
	5.4			141.3	34000.		67.3	5.6
					2250.	7.6		
				1267.	4107.5	3.4	11.5	4.56
				11985.	206.	5.2		11.79
								6.8
						6.	40.2	1.8
						4.		.6
	2.			2600.			21.2	2.5
3.5							21.74	
		3.25				9.	4.3	13.5
					8267.	14.1	14.15	5.93
				6336.		5.	37.53	5.
			2.3	12000.	3900.		46.23	10.5
			2.05	500.	4630.	9.4	5.	
6.1						9.		4.6
			4.5	660.	3875.	4.2	21.	.49
			3.7	5990.	1000.		88.68	15.24
2.2		30.	9.47	347.5	2465.	10.3	4.3	1.2
					6700.		15.5	14.5
					2640.	2640.		13.2
								5.7
						8.5		
		.25			3200.s.s.			
					40009.Tile	31.06		2.1
800 ft.	1.	.4	5.45	1150.	10465.	4.	9.95	11.91



**APPENDIX No. 2**  
**GROSS EXPENDITURE BY COUNTIES**  
**April 1, 1936 to March 31, 1937**

County	Construction	Maintenance	Total
<b>BRANT:—</b>			
Highway No. 2.....	\$ 3,472.31	\$ 8,473.58	\$ 11,945.89
" No. 5.....	4,197.06	3,199.93	7,396.99
" No. 24.....	2,980.02	7,299.26	10,279.28
" No. 24A.....	543.35	1,452.98	1,996.33
Burford Road.....	8,269.72	8,046.98	16,316.70
Total.....	\$ 19,462.46	\$ 28,472.73	\$ 47,935.19
<b>BRUCE:—</b>			
Highway No. 4.....	\$ 24,047.92	\$ 8,611.30	\$ 32,659.22
" No. 9.....	4,754.75	10,642.39	15,397.14
" No. 21.....	30,502.70	29,090.87	59,593.57
Total.....	\$ 59,305.37	\$ 48,344.56	\$ 107,649.93
<b>CARLETON:—</b>			
Highway No. 15.....	\$ 686.21	\$ 12,733.51	\$ 13,419.72
" No. 16.....	66,094.00	17,345.87	83,439.87
" No. 17.....	3,807.33	15,402.31	19,209.64
" No. 29.....	7,243.21	4,662.15	11,905.36
" No. 31.....	9,379.54	4,638.46	14,018.00
Total.....	\$ 87,210.29	\$ 54,782.30	\$ 141,992.59
<b>DUFFERIN:—</b>			
Highway No. 9.....	\$ 3,943.37	\$ 5,881.41	\$ 9,824.78
" No. 10.....	7,967.67	9,800.94	17,768.61
Orangeville-Schomberg.....	524.08	24.10	548.18
Total.....	\$ 12,435.12	\$ 15,706.45	\$ 28,141.57
<b>ELGIN:—</b>			
Highway No. 3.....	\$ 27,239.22	\$ 19,445.85	\$ 46,685.07
" No. 4.....	62,958.15	4,272.87	67,231.02
" No. 19.....	100,186.49	7,762.83	107,949.32
New Glasgow-Rodney.....	130,526.16	762.85	131,289.01
Eagle-West Lorne.....	1,898.51	360.38	2,258.89
Wallacetown-Dutton.....	1,017.29	458.40	1,475.69
Total.....	\$ 323,815.82	\$ 33,063.18	\$ 356,889.00
<b>ESSEX:—</b>			
Highway No. 2.....	\$ 2,669.87	\$ 6,322.32	\$ 8,992.19
" No. 2A.....	9,090.05	5,621.25	14,711.30
" No. 3.....	902.47	8,647.27	9,549.74
" No. 3B.....	394.69	1,850.45	2,245.14
" No. 18.....	179,615.03	9,426.96	188,041.99
" No. 39.....	1,334.12	5,928.03	7,262.15
Pelee Island.....	17,380.22	211.61	17,591.83
Total.....	\$ 211,386.45	\$ 38,007.89	\$ 249,394.34
<b>FRONTENAC:—</b>			
Highway No. 2.....	\$ 173,851.37	\$ 8,377.12	\$ 182,228.49
" No. 7.....	9,390.48	14,139.86	23,530.34
" No. 15.....	533.52	19,443.89	19,977.41
" No. 33.....	96,588.06	1,664.21	98,252.27
" No. 38.....	200,284.87	20,526.80	220,811.67
Wolfe Island.....	15,159.17	2,345.44	17,504.61
Total.....	\$ 495,807.47	\$ 66,497.32	\$ 562,304.79

County	Construction	Maintenance	Total
<b>GREY:—</b>			
Highway No. 4.....	\$ 5,105.17	\$ 16,809.67	\$ 21,914.84
" No. 6.....	11,238.63	22,256.63	33,495.26
" No. 10.....	215,549.63	15,392.00	230,941.63
" No. 21.....	4,009.60	5,241.85	9,251.45
" No. 26.....	22,582.82	16,893.03	39,475.85
Total.....	\$ 258,485.85	\$ 76,593.18	\$ 335,079.03
<b>HALDIMAND:—</b>			
Highway No. 3.....	\$ 2,001.88	\$ 5,888.15	\$ 7,890.03
" No. 6.....	28,532.15	14,624.48	43,156.63
Darkie Side Road.....	2,403.51	1,544.02	3,947.53
Total.....	\$ 32,937.54	\$ 22,056.65	\$ 54,994.19
<b>HALTON:—</b>			
Highway No. 2.....	\$ 72,452.19	\$ 5,399.41	\$ 77,851.60
" No. 5.....	15,944.53	15,235.83	31,180.36
" No. 7.....	1,199.23	10,826.34	12,025.57
" No. 25.....	171,472.34	3,105.16	174,577.50
Queen Street.....	647,353.94	2,979.83	650,333.77
Highway No. 20 to Highway No. 25 at Burlington new Diversion.....	169,148.34	2.25	169,150.59
Total.....	\$1,077,570.57	\$ 37,548.82	\$1,115,119.39
<b>HASTINGS:—</b>			
Highway No. 2.....	\$ 60,252.23	\$ 19,756.71	\$ 80,008.94
" No. 7.....	8,766.58	16,179.61	24,946.19
" No. 14.....	51,793.01	16,002.41	67,795.42
" No. 33.....	1,259.10	1,661.57	2,920.67
" No. 37.....	18,177.39	17,977.89	36,155.28
Total.....	\$ 140,248.31	\$ 71,578.19	\$ 211,826.50
<b>HURON:—</b>			
Highway No. 4.....	\$ 121,600.76	\$ 13,722.25	\$ 135,323.01
" No. 8.....	1,917.11	5,856.15	7,773.26
" No. 9.....	97.54	365.72	463.26
" No. 21.....	111,727.82	23,468.49	135,196.31
" No. 23.....	1,425.68	2,056.57	3,482.25
Preliminary Survey.....	234.69	.....	234.69
Total.....	\$ 237,003.60	\$ 45,469.18	\$ 282,472.78
<b>KENT:—</b>			
Highway No. 2.....	\$ 108,989.20	\$ 11,986.97	\$ 120,976.17
" No. 3.....	2,841.56	10,342.23	13,183.79
" No. 21.....	80,152.48	10,123.06	90,275.54
" No. 40.....	19,465.79	9,978.96	29,444.75
Total.....	\$ 211,449.03	\$ 42,431.22	\$ 253,880.25
<b>LAMBTON:—</b>			
Highway No. 7.....	\$ 12,841.80	\$ 14,803.24	\$ 27,645.04
" No. 21.....	14,468.55	12,819.26	27,287.81
" No. 21A.....	35,448.99	2,399.29	37,848.28
" No. 22.....	116.97	2,621.19	2,738.16
" No. 40.....	225,053.47	21,669.74	246,723.21
Sarnia N. Lake Shore Road.....	18.55	.....	18.55
Sarnia-Port Huron Bridge.....	5,559.64	.....	5,559.64
Total.....	\$ 293,507.97	\$ 54,312.72	\$ 347,820.69

County		Construction	Maintenance	Total
LANARK:—				
Highway	No. 7.....	\$ 12,730.07	\$ 10,330.07	\$ 23,060.14
"	No. 15.....	100,510.43	9,421.22	109,931.65
"	No. 29.....	60,591.44	8,502.79	69,094.23
Total.....		\$ 173,831.94	\$ 28,254.08	\$ 202,086.02
LEEDS AND GRENVILLE:—				
Highway	No. 2.....	\$ 103,448.00	\$ 18,021.36	\$ 121,469.36
"	No. 15.....	282.48	16,635.67	16,918.15
"	No. 16.....	55,227.79	9,978.18	65,205.97
"	No. 29.....	1,411.57	8,687.92	10,099.49
"	No. 32.....	2,505.82	5,674.81	8,180.63
Forthton-Westport.....		47,961.49	4,952.54	52,914.03
Preliminary Survey.....		3,459.89	.....	3,459.89
Total.....		\$ 214,297.04	\$ 63,950.48	\$ 278,247.52
LENNOX AND ADDINGTON:—				
Highway	No. 2.....	\$ 7,081.95	\$ 6,711.10	\$ 13,793.05
"	No. 7.....	9,733.76	5,940.37	15,674.13
"	No. 33.....	118,056.13	7,089.06	125,145.19
"	No. 41.....	23,119.59	11,211.03	34,330.62
Amherst Island.....		8,646.76	.....	8,646.76
Total.....		\$ 166,638.19	\$ 30,951.56	\$ 197,589.75
LINCOLN:—				
Highway	No. 8.....	\$ 92,128.17	\$ 11,537.29	\$ 103,665.46
"	No. 8A.....	380.79	432.80	813.59
"	No. 20.....	37,183.97	8,721.14	45,905.11
Total.....		\$ 129,692.93	\$ 20,691.23	\$ 150,384.16
MIDDLESEX:—				
Highway	No. 2.....	\$ 6,868.82	\$ 17,807.10	\$ 24,675.92
"	No. 4.....	32,782.27	10,410.57	43,192.84
"	No. 7.....	2,406.95	18,522.62	20,929.57
"	No. 22.....	1,057.33	6,093.48	7,150.81
"	No. 23.....	2,348.20	3,387.32	5,735.52
Delaware-Strathroy.....		1,760.94	1,814.53	3,575.47
Total.....		\$ 47,224.51	\$ 58,035.62	\$ 105,260.13
NORFOLK:—				
Highway	No. 3.....	\$ 1,583.63	\$ 9,388.54	\$ 10,972.17
"	No. 6.....	485.00	2,216.97	2,701.97
"	No. 19.....	151.73	451.25	602.98
"	No. 24.....	3,278.16	4,452.17	7,730.33
Total.....		\$ 5,498.52	\$ 16,508.93	\$ 22,007.45
NORTHUMBERLAND AND DURHAM:—				
Highway	No. 2.....	\$ 29,214.69	\$ 41,907.92	\$ 71,122.61
"	No. 28.....	1,269.24	6,924.13	8,193.37
"	No. 30.....	70,680.07	15,812.87	86,492.94
"	No. 33.....	33,107.82	1,500.30	34,608.12
Total.....		\$ 134,271.82	\$ 66,145.22	\$ 200,417.04
ONTARIO:—				
Highway	No. 2.....	\$ 4,566.10	\$ 12,195.53	\$ 16,761.63
"	No. 7.....	625.72	4,274.80	4,900.52
"	No. 12.....	20,398.55	28,029.89	48,428.44
Total.....		\$ 25,590.37	\$ 44,500.22	\$ 70,090.59



County	Construction	Maintenance	Total
<b>OXFORD:—</b>			
Highway No. 2.....	\$ 50,108.65	\$ 9,624.45	\$ 59,733.10
“ No. 3.....	4,510.57	371.46	4,882.03
“ No. 19.....	3,582.40	5,935.89	9,518.29
Burford Road.....	2,701.34	2,030.99	4,732.33
Total.....	\$ 60,902.96	\$ 17,962.79	\$ 78,865.75
<b>PEEL:—</b>			
Highway No. 2.....	\$ 222,158.33	\$ 5,219.13	\$ 227,377.46
“ No. 5.....	5,413.32	6,497.60	11,910.92
“ No. 7.....	317.35	5,110.74	5,428.09
“ No. 10.....	720.07	10,280.51	11,000.58
Orangeville-Schomberg.....	1,373.47	62.00	1,435.47
Nashville-Bolton.....	27,638.11	640.61	28,278.72
Queen Street.....	144,837.79	5,077.33	149,915.12
Total.....	\$ 402,458.44	\$ 32,887.92	\$ 435,346.36
<b>PERTH:—</b>			
Highway No. 7.....	\$ 2,377.04	\$ 3,754.29	\$ 6,131.33
“ No. 8.....	21,341.81	10,746.56	32,088.37
“ No. 19.....	25,053.72	15,622.11	40,675.83
“ No. 23.....	7,129.78	16,539.10	23,668.88
Total.....	\$ 55,902.35	\$ 46,662.06	\$ 102,564.41
<b>PETERBOROUGH:—</b>			
Highway No. 7.....	\$ 147,732.54	\$ 27,906.64	\$ 175,639.18
“ No. 28.....	104,789.61	9,070.77	113,860.38
“ No. 30.....	82.41	217.02	299.43
Total.....	\$ 252,604.56	\$ 37,194.43	\$ 289,798.99
<b>PRESCOTT AND RUSSELL:—</b>			
Highway No. 17.....	\$ 67,775.77	\$ 28,937.62	\$ 96,713.39
“ No. 34.....	3,582.31	3,202.28	6,784.59
Total.....	\$ 71,358.08	\$ 32,139.90	\$ 103,497.98
<b>PRINCE EDWARD:—</b>			
Highway No. 14.....	\$ 2,125.04	\$ 9,501.28	\$ 11,626.32
“ No. 33.....	62,316.90	11,589.10	73,906.00
Total.....	\$ 64,441.94	\$ 21,090.38	\$ 85,532.32
<b>RENFREW:—</b>			
Highway No. 17.....	\$ 143,294.96	\$ 16,993.96	\$ 160,288.92
“ No. 29.....	120.47	631.85	752.32
Total.....	\$ 143,415.43	\$ 17,625.81	\$ 161,041.24
<b>SIMCOE:—</b>			
Highway No. 9.....	\$ 14,693.23	\$ 7,271.38	\$ 21,964.61
“ No. 11.....	5,618.67	18,504.61	24,123.28
“ No. 12.....	208,001.05	17,824.77	225,825.82
“ No. 26.....	8,015.10	15,354.13	23,369.23
“ No. 27.....	45,284.21	17,550.06	62,834.27
Atherly-Washago.....	665.22	1,803.00	2,468.22
Orangeville-Schomberg.....	1,078.28	48.23	1,126.51
Elmvale-Wasaga.....	7,261.31	3,493.16	10,754.47
Total.....	\$ 290,617.07	\$ 81,849.34	\$ 372,466.41

County	Construction	Maintenance	Total
STORMONT, DUNDAS AND GLENGARRY:—			
Highway No. 2.....	\$ 3,376.12	\$ 25,052.41	\$ 28,428.53
" No. 31.....	178,528.60	5,928.17	184,456.77
" No. 34.....	125,139.16	10,123.88	135,263.04
Total.....	\$ 307,043.88	\$ 41,104.46	\$ 348,148.34
VICTORIA:—			
Highway No. 7.....	\$ 4,441.21	\$ 9,434.62	\$ 13,875.83
" No. 35.....	47,046.99	8,083.99	55,130.98
" No. 36.....	143,095.18	5,588.57	148,683.75
Total.....	\$ 194,583.38	\$ 23,107.18	\$ 217,690.56
WATERLOO:—			
Highway No. 7.....	\$ 797.06	\$ 2,373.11	\$ 3,170.17
" No. 8.....	44,263.18	8,895.91	53,159.09
" No. 24.....	417.29	3,356.18	3,773.47
" No. 24A.....	527.68	1,905.47	2,433.15
Waterloo-Elmira.....	35,853.63	3,063.47	38,917.10
Preliminary Survey.....	106.96	.....	106.96
Total.....	\$ 81,965.80	\$ 19,594.14	\$ 101,559.94
WELLAND:—			
Highway No. 3.....	\$ 564.56	\$ 8,326.62	\$ 8,891.18
" No. 3A.....	25,569.37	4,659.70	30,229.07
" No. 8.....	43,281.76	953.19	44,234.95
" No. 20.....	284.68	4,427.36	4,712.04
Canal Road.....	173.07	1,072.81	1,245.88
Dominion Road.....	1,024.43	1,777.53	2,801.96
Total.....	\$ 70,897.87	\$ 21,217.21	\$ 92,115.08
WELLINGTON:—			
Highway No. 6.....	\$ 3,116.86	\$ 24,310.38	\$ 27,427.24
" No. 7.....	1,128.38	7,344.15	8,472.53
" No. 9.....	8,260.48	8,791.03	17,051.51
" No. 23.....	128.28	876.10	1,004.38
" No. 24.....	90.41	1,422.05	1,512.46
Total.....	\$ 12,724.41	\$ 42,743.71	\$ 55,468.12
WENTWORTH:—			
Highway No. 2.....	\$ 31,470.45	\$ 9,085.68	\$ 40,556.13
" No. 5.....	23,553.14	39,333.17	62,886.31
" No. 6.....	16,677.93	11,032.75	27,710.68
" No. 8.....	95,057.84	9,072.50	104,130.34
" No. 20.....	7,878.05	8,415.35	16,293.40
" No. 20A.....	1,424.36	4,129.50	5,553.86
" No. 25.....	37,038.04	68.07	37,106.11
Darkie Side Road.....	34,106.58	847.16	34,954.44
Windermere Cut Off.....	32.96	255.69	288.65
Total.....	\$ 247,239.35	\$ 82,240.57	\$ 329,479.92
YORK:—			
Highway No. 2.....	\$ 217,244.50	\$ 9,825.90	\$ 227,070.40
" No. 5.....	1,211.88	2,875.65	4,087.53
" No. 7.....	353.78	13,603.78	13,957.56
" No. 11.....	63,445.84	20,662.43	84,108.27
" No. 27.....	104,848.93	4,184.86	109,033.79
Queen Street.....	4,783.09	1,889.05	6,672.14
Kleinburg-Nashville.....	13,087.51	1,358.80	14,446.31
Orangeville-Schomberg.....	228.90	10.33	239.23
Total.....	\$ 405,204.43	\$ 54,410.80	\$ 459,615.23
TYENDENAGA INDIAN RESERVE:—			
Highway No. 2.....	\$ 386.29	\$ 2,053.63	\$ 2,439.92
TOWN OF BURLINGTON:—			
Highway No. 2.....	.....	289.62	289.62
TOWN OF OAKVILLE:—			
Highway No. 2.....	.....	142.54	142.54
GRAND TOTAL.....	\$7,019,427.41	\$1,538,218.22	\$8,557,645.63

**APPENDIX No. 3**  
**GROSS EXPENDITURE BY ROADS**  
**April 1, 1936, to March 31, 1937**

Highway No.	Location	Mileage	Construction	Maintenance	Total
2	Windsor — Quebec Boundary...	541.1	\$ 1,097,611.07	\$ 218,252.48	\$ 1,315,863.55
2A	Windsor — Tilbury .....	32.19	9,090.05	5,621.25	14,711.30
3	Windsor — Fort Erie .....	260.	39,643.89	71,146.45	110,790.34
3A	Chambers Corners to Thorold and Wellandport .....	22.2	25,569.37	4,659.70	30,229.07
3B	Windsor to Highway No. 3 .....	5.33	394.69	1,850.45	2,245.14
4	Port Stanley — Flesherton .....	155.5	246,494.27	53,826.66	300,320.93
5	Toronto — Paris .....	64.1	50,319.93	67,142.18	117,462.11
6	Port Dover — Hamilton — Owen Sound .....	149.6	60,050.57	65,704.88	125,755.45
7	Sarnia — Ottawa .....	465	214,841.95	164,544.24	379,386.19
8	Niagara Falls — Goderich .....	155.7	297,989.87	47,061.60	345,051.47
8A	St. Davids — Queenston .....	2.96	380.79	432.80	813.59
9	Schomberg — Kincardine .....	112.8	31,749.37	32,951.93	64,701.30
10	Port Credit — Owen Sound .....	105	224,237.37	35,473.45	259,710.82
11	Toronto — Severn .....	95.8	69,064.51	39,167.04	108,231.55
12	Whitby — Midland .....	97.7	228,399.60	45,854.66	274,254.26
14	Pictou — Marmora .....	51.4	53,918.05	25,503.69	79,421.74
15	Ottawa — Kingston .....	131.	102,012.64	58,234.29	160,246.93
16	Ottawa — Prescott .....	62.3	121,321.79	27,324.05	148,645.84
17	Point Fortune — Pembroke .....	172.6	214,878.06	61,333.89	276,211.95
18	Leamington — Windsor .....	49	179,615.03	9,426.96	189,041.99
19	Port Burwell — Trafalgar .....	92.2	128,974.34	29,772.08	158,746.42
20	Niagara Falls — Burlington .....	53.3	45,346.70	21,563.85	66,910.55
20A	Duff's Corners Hy. 2 to Highway No. 20 Hamilton S. to Highway No. 20 .....	16.18	1,424.36	4,129.50	5,553.86
21	Morpeth — Owen Sound .....	211.8	240,861.15	80,743.53	321,604.68
21A	Highway No. 7 — Port Franks .....	19.1	35,448.99	2,399.29	37,848.28
22	London — Sarnia .....	66.8	1,174.30	8,714.67	9,888.97
23	London — Arthur .....	86.3	11,031.94	22,859.09	33,891.03
24	Guelph — Port Dover .....	64.	6,765.88	16,529.66	23,295.54
24A	Paris — Galt .....	13.1	1,071.03	3,358.45	4,429.48
25	Burlington — Milton .....	14.37	208,510.38	3,173.23	211,683.61
26	Barrie — Owen Sound .....	74.6	30,597.92	32,247.16	62,845.08
27	Schomberg — Penetanguishene .....	62.1	150,133.14	21,734.92	171,868.06
28	Port Hope — Apsley .....	67.9	106,658.85	15,994.90	122,653.75
29	Brockville — Arnprior .....	76.4	69,366.69	22,484.71	91,851.40
30	Brighton — Havelock .....	32	70,762.48	16,029.89	86,792.37
31	Morrisburg — Ottawa .....	48.4	187,908.14	10,566.63	198,474.77
32	Gananoque — Highway No. 15 .....	12.4	2,505.82	5,974.81	8,480.63
33	Stirling — Kingston .....	86.2	311,328.01	23,504.24	334,832.25
34	Lancaster — Hawkesbury .....	38.1	128,721.47	13,326.16	142,047.63
35	Lindsay — Rosedale .....	22.1	47,046.99	8,083.99	55,130.98
36	Lindsay — Bobcaygeon .....	23.1	143,095.18	5,588.57	148,683.75
37	Belleville — Actinolite .....	29.3	18,177.39	17,977.89	36,155.28
38	Kingston — Highway No. 7 .....	47.1	200,284.87	20,526.80	220,811.67
39	Windsor — Belle River .....	27.2	1,334.12	5,928.03	7,262.15
40	Sarnia — Chatham .....	50.1	244,519.26	31,648.70	276,167.96
41	Napanee — Kaladar .....	51.8	23,119.59	11,211.03	34,330.62
42	Brockville — Westport .....	43.	47,961.49	4,952.54	52,914.03
	New Glasgow — Rodney .....	4.2	130,526.16	762.85	131,289.01
	Eagle — West Lorne .....	3.4	1,898.51	360.38	2,258.89
	Wallacetown — Dutton .....	2.6	1,017.29	458.40	1,475.69
	Pelee Island .....	6.	17,380.22	211.61	17,591.83
	Sarnia N. Lakeshore Road .....		18.55		18.55
	Sarnia — Port Huron Bridge .....		5,559.64		5,559.64
Forward .....			\$5,887,513.72	\$1,498,030.21	\$7,385,543.93



**APPENDIX No. 3**  
**GROSS EXPENDITURE BY ROADS**  
**April 1, 1936, to March 31, 1937**

Highway No.	Location	Mileage	Construction	Maintenance	Total
	Brought Forward .....		\$ 5,887,513.72	\$ 1,498,030.21	\$ 7,385,543.93
	Brantford — Eastwood (Burford Road) .....	20.76	10,971.06	10,077.97	21,049.03
	Delaware — Strathroy .....	9.5	1,760.94	1,814.53	3,575.47
	Waterloo — Elmira .....	8.6	35,853.63	3,063.47	38,917.10
	Orangeville — Schomberg .....	18.5	3,204.73	144.66	3,349.39
	Queen Street .....	16.86	796,974.82	9,946.21	806,921.03
	Kleinburg — Nashville .....	7.2	40,725.62	1,999.41	42,725.03
	Elmvale — Wasaga Beach .....	9.	7,261.31	3,493.16	10,754.47
	Atherly — Washago .....	11.	665.22	1,803.00	2,468.22
	Amherst Island .....		8,646.76		8,646.76
	Wolfe Island .....	28.	15,159.17	2,345.44	17,504.61
	Highway No. 20 — Highway No. 25 at Burlington .....	1.36	169,148.34	2.25	169,150.59
	Windermere Cut Off .....	1.36	32.96	255.69	288.65
	Darkie Side Road .....	15.12	36,510.09	2,391.88	38,901.97
	Canal Road, Humberstone — Welland .....	5.	173.07	1,072.81	1,245.88
	Dominion Road, Ridgeway — Fort Erie .....	6.77	1,024.43	1,777.53	2,801.96
	Preliminary Survey, Res. No. 3 .....		341.65		341.65
	Preliminary Survey, Res. No. 8 .....		3,459.89		3,459.89
	Total .....		\$ 7,019,427.41	\$ 1,538,218.22	\$ 8,557,645.63

**APPENDIX No. 4**  
**SCHEDULE OF ASSUMPTIONS AND REVERSIONS OF SECTIONS**  
**OF THE KING'S HIGHWAY SYSTEM**  
**FOR THE FISCAL YEAR ENDING MARCH 31st, 1937**

During the year the system was extended by 16.55 miles, less 4.04 miles reverted, making a total assumed of 3,808.92 miles. A list of the roads added to the system, together with the mileage and date of designation, also a list of roads the mileage reverted from the system, is as follows:—

**The King's Highways Assumed Between March 11, 1936 and March 31, 1937**

County	Date of Designation	Municipality	Mileage	Total Mileage
Bruce.....	12th August, 1936.....	Amabel Township.....	1.20	
		Southampton Town.....	3.95	5.15
Carleton.....	29th July, 1936.....	Gloucester Township.....	9.80	
		Osgoode Township.....	12.20	22.00
Dufferin.....	10th February, 1937.....	Mono Township.....	3.55	3.55
Elgin.....	5th August, 1936.....	Aldborough Township.....	4.30	
	16th September, 1936.....	Aldborough Township.....	3.40	
		Dunwich Township.....	2.60	
	13th January, 1937.....	Yarmouth Township.....	0.22	
Frontenac.....	13th January, 1937.....	Port Stanley Village.....	0.57	11.09
	19th August, 1936.....	Wolfe Island Township.....	2.40	2.40
Grey.....	8th April, 1936.....	St. Vincent Township.....	0.34	0.34
Haldimand.....	27th March, 1937.....	N. Cayuga Township.....	0.75	
		Cayuga Village.....	0.55	
		Seneca Township.....	8.30	
		Caledonia Village.....	1.30	10.90
Halton.....	5th August, 1936.....	Nelson Township.....	3.83	
		Trafalgar Township.....	5.88	9.71
Lambton.....	19th August, 1936.....	Bosanquet Township.....	11.30	11.30
Lanark.....	5th August, 1936.....	Beckwith.....	9.46	
Middlesex.....	16th September, 1936.....	Caradoc Township.....	10.50	10.50
Norfolk.....	9th September, 1936.....	Woodhouse Township.....	7.75	7.75
Ontario.....	5th August, 1936.....	Mara Township.....	2.64	
		Rama Township.....	8.1	
	24th March, 1937.....	Brock Township.....	2.05	
		Thorah Township.....	3.95	16.82
Oxford.....	9th September, 1936.....	Tilsonburg Town.....	0.20	
	11th November, 1936.....	Tilsonburg Town.....	0.13	0.13
Peel.....	12th August, 1936.....	Albion Township.....	2.89	
		Toronto Gore Township.....	0.47	
	10th February, 1937.....	Caledon Township.....	3.10	
		Albion Township.....	5.15	11.61
Prescott.....	13th May, 1936.....	Vankleek Hill Town.....	0.88	0.88
Simcoe.....	5th August, 1936.....	Flo. Township.....	8.87	
	10th February, 1937.....	Adjala Township.....	3.10	
		Tecumseh Township.....	3.85	15.82
Victoria.....	9th December, 1936.....	Ops Township.....	3.25	3.25
Wellington.....	31st March, 1937.....	Guelph Township.....	3.15	
		Eramosa Township.....	6.15	
		Erin Township.....	11.50	20.80
York.....	12th August, 1936.....	Etobicoke Township.....	12.03	
		King Township.....	9.00	
		Vaughan Township.....	9.11	
	5th August, 1936.....	Vaughan Township.....	3.50	
	10th February, 1937.....	King Township.....	2.35	35.99
				216.55

**Reversions in the Fiscal Year Ending March 31st, 1937**

County	Date of Reversion	Municipality	Mileage	Total Mileage
Elgin.....	26th January, 1937.....	Yarmouth.....	0.76	0.76
Frontenac.....	16th August, 1936.....	Wolfe Island Township..	2.40	2.40
Peterborough.....	11th February, 1937.....	Asphodel Township.....	0.50	0.50
Prince Edward.....	18th October, 1936.....	Sophiasburg Township..	0.10	0.10
Renfrew.....	16th August, 1936.....	Pembroke Township.....	0.28	0.28
				4.04

**APPENDIX No. 5**  
**GROWTH OF COUNTY ROAD EXPENDITURES AND PROVINCIAL GRANTS**

Year work was done	Number of Counties	Expenditure	Government Grants
1903.....	4	\$ 166,149.06	\$ 55,383.02
1904.....	7	291,084.42	97,028.48
1905.....	7	179,593.62	59,864.53
1906.....	10	247,102.37	82,367.45
1907.....	14	383,518.86	127,839.62
1908.....	15	429,393.57	143,131.16
1909.....	16	440,374.08	146,791.36
1910.....	17	553,312.61	184,437.54
1911.....	19	712,072.52	237,357.50
1912.....	20	898,631.18	299,543.69
1913.....	20	847,684.15	282,561.35
1914.....	20	785,521.93	261,840.61
1915.....	20	811,540.05	270,513.34
1916.....	23	955,447.19	327,663.76
1917.....	32	1,388,341.87	483,621.32
1918.....	36	2,226,899.70	815,440.01
1919.....	37	5,714,937.19	2,623,719.24
1920.....	..	7,956,863.72	3,626,418.08
1921.....	..	11,078,288.39	5,119,882.26
1922.....	..	9,162,491.79	4,258,339.83
1923.....	..	7,403,509.96	3,418,523.07
1924.....	..	6,861,451.62	3,214,321.50
1925.....	..	6,608,431.04	3,222,678.10
1926.....	..	5,838,445.12	2,913,660.96
1927.....	..	7,424,464.85	3,706,719.88
1928.....	..	8,784,420.42	4,360,222.86
1929.....	..	9,212,758.04	4,591,110.16
1930.....	..	8,929,424.27	4,463,527.11
1931.....	..	7,265,350.65	3,625,860.66
1932.....	..	4,214,410.70	2,106,457.18
1933.....	..	3,058,622.91	1,529,228.37
1934.....	..	3,391,768.96	1,695,291.35
1935.....	..	3,107,215.32	1,553,273.39
1936.....	..	3,438,188.53	1,718,944.63
Totals to date.....		\$130,767,711.66	\$ 61,623,563.37



**APPENDIX No. 6**  
**COUNTY ROAD MILEAGE AND EXPENDITURE**  
**From Inception of County Road Systems to December 31st, 1936,**  
**Provincial Subsidies on 1936 Expenditure Being Paid in 1937**

County	Year of Estab- lish- ment of System	Road Mileages			Total Approved Expenditure to end of 1936	Total Government Grant
		County Roads	County Sub- urban Roads	Total		
		Miles	Miles	Miles		
Brant .....	1917	67.6	24.7	92.3	\$ 2,410,442.80	\$1,196,987.25
Bruce .....	1917	277.9	.....	277.9	3,292,628.44	1,636,293.48
Carleton .....	1909	151.1	89.6	240.7	6,799,873.14	3,192,858.87
Dufferin .....	1918	145.3	.....	145.3	1,382,578.94	654,322.39
Elgin .....	1917	218.6	18.3	236.9	2,488,644.57	1,168,607.91
Essex .....	1916	212.2	37.5	249.7	6,118,806.73	3,003,791.63
Frontenac .....	1906	131.4	28.5	159.9	1,583,505.82	725,743.90
Grey .....	1918	170.8	34.2	205.0	3,367,289.05	1,660,767.67
Haldimand .....	1911	157.5	.....	157.5	2,575,284.66	1,186,301.93
Halton .....	1907	128.3	.....	128.3	2,275,389.60	1,041,749.40
Hastings .....	1904	311.8	.....	311.8	3,402,052.08	1,573,885.48
Huron .....	1917	388.8	.....	388.8	2,799,229.90	1,336,349.70
Kent .....	1917	262.7	9.5	272.2	4,511,675.16	2,232,169.32
Lambton .....	1918	228.9	12.0	240.9	2,648,013.00	1,375,008.91
Linark .....	1903	223.7	7.2	230.9	2,788,083.96	1,116,128.23
Leeds and Grenville .....	1910	233.4	10.3	243.7	3,682,713.67	1,691,649.51
Lennox and Addington .....	1906	130.0	.....	130.0	2,650,895.28	1,280,123.34
Lincoln .....	1904	123.8	12.3	136.1	4,162,415.88	1,818,021.10
Middlesex .....	1906	401.1	35.2	436.3	4,284,633.69	1,958,006.67
Norfolk .....	1917	203.8	.....	203.8	3,288,678.45	1,558,666.03
Northumberland and Durham .....	1918	244.5	.....	244.5	3,132,134.92	1,337,781.74
Ontario .....	1918	188.7	13.5	202.2	2,081,310.94	1,007,021.43
Oxford .....	1904-7	193.7	3.9	197.6	2,932,988.76	1,293,796.11
Peel .....	1906	146.3	.....	146.3	2,560,472.36	1,142,118.26
Perth .....	1907	165.9	7.5	173.4	1,714,666.98	772,373.61
Peterborough .....	1919	124.3	40.0	164.3	1,104,891.14	527,805.21
Prescott and Russell .....	1917	247.8	.....	247.8	4,273,361.74	1,909,234.79
Prince Edward .....	1907	147.2	.....	147.2	2,038,769.93	930,407.15
Renfrew .....	1918	219.1	.....	219.1	3,163,093.13	1,537,750.68
Simcoe .....	1903	315.7	.....	315.7	4,071,699.05	1,881,987.18
Stormont, Dundas and Glengarry .....	1917	461.7	.....	461.7	5,446,287.37	2,649,621.56
Victoria .....	1917	172.8	.....	172.8	2,563,239.91	1,270,634.20
Waterloo .....	1908	170.4	13.7	184.1	3,904,826.10	1,905,814.15
Welland .....	1912	101.6	16.4	118.0	4,726,259.02	2,183,777.74
Wellington .....	1903	327.7	13.0	340.7	3,716,366.29	1,731,583.81
Wentworth .....	1902	127.6	61.5	189.1	4,197,838.07	1,914,283.19
York .....	1911	32.1	261.7	293.8	12,623,671.13	5,897,139.84
Totals .....		7,555.5	700.5	8,306.3	\$130,767,711.66	\$61,623,563.37

**APPENDIX No. 7**  
**SUMMARY — 1936**  
**Work Done on County Roads**

Name of County	Miles of Road Surfaced					New Bridges	Pipe and Tile Culverts	Steel Arch and Concrete Culverts
	Gravel or Stone	Surface Treated Gravel or Stone	Low -Cost Bitu- minous Surfaces	Mixed Macadam or As- phaltic Concrete	Cement Concrete			
Brant .....	3.25					1	10	
Bruce .....	5.87		5.02			4	12	1
Carleton .....	10.40	5.50				1	39	1
Dufferin .....	0.30						15	
Elgin .....	2.00						7	
Essex .....	1.00		1.25				2	
Frontenac .....			3.80	1.50		1	1	
Grey .....	2.75		2.87				15	
Haldimand .....	.25					5	21	7
Halton .....	1.30	1.60				2	23	2
Hastings .....	1.50		2.10			1	17	
Huron .....	1.00						4	
Kent .....	17.75		5.60		0.30		35	1
Lambton .....	5.25	1.50					16	
Lanark .....	7.33	2.75	2.50				14	
Leeds and Gren- ville .....		1.00	2.75			2	10	2
Lennox and Addington .....		3.00	2.00				5	
Lincoln .....		8.00			0.20	3	24	1
Middlesex .....	15.00					x1	40	
Norfolk .....		16.65					16	5
Northumberland and Durham .....							23	2
Ontario .....	1.00		5.00			1	60	2
Oxford .....	10.00	76.30	2.00			4	3	
Peel .....			2.00				3	1
Perth .....	5.00					1	41	1
Peterboro .....			1.70			1	43	6
Prescott and Russell .....	3.00						3	
Prince Edward .....			3.45				19	
Renfrew .....						1		
Simcoe .....	6.00					4	1	
Stormont, Dundas Glengarry .....			12.00			1	3	2
Victoria .....	7.09					1	55	
Waterloo .....	3.00	4.20				4	19	
Welland .....			3.00				10	
Wellington .....	8.00					2	2	2
Wentworth .....	1.50	1.30	6.20			2	9	2
York .....	3.72		2.73	1.74	3.92	5	179	2
Totals .....	123.26	121.80	65.97	3.24	4.42	48	799	40

xThis Bridge on Egin-Middlesex Boundary.





## APPENDIX No. 8

Name of County	Superintendence		Road and Culvert Construction	Urban Improvement		Bridge Construction
	Con-struction	Mainte-nance		Con-struction	Mainte-nance	
Brant.....	\$ 2,510.89	\$ 2,934.00	\$ 13,350.98	\$ 1,500.30	\$ 1,600.84	
Bruce.....	2,037.04	2,000.00	44,345.16	8,735.11	896.36	9,698.85
Carleton.....	5,388.54	4,411.80	71,642.48	3,914.65		2,717.78
Dufferin.....	273.00	2,933.40	2,043.55		1,157.51	
Elgin.....	1,123.00	2,057.37	3,179.25	942.00	4,801.45	14,854.81
Essex.....	800.00	2,512.84	17,303.43		5,793.74	
Frontenac.....	1,523.46	2,207.32	16,332.38			1,626.60
Grey.....	1,390.00	2,703.31	18,900.85	516.27	1,973.98	
Haldimand.....	1,958.76	2,976.00	15,496.76	1,872.50	1,522.50	14,739.97
Halton.....	1,125.57	2,271.87	11,882.66		3,425.47	2,104.17
Hastings.....	500.00	2,151.87	12,090.43	176.80		5,120.00
Huron.....	934.75	3,388.00	8,288.78		2,177.29	
Kent.....	2,000.00	2,418.67	75,983.84		5,324.94	
Lambton.....	706.13	2,790.00	9,949.94		1,024.43	
Lanark.....	2,364.46	1,790.27	26,541.22		866.93	
Leeds and Grenville.....	2,000.00	1,955.69	39,798.05	3,150.97		2,487.31
Lennox and Addington.....	1,200.00	838.05	20,638.16			
Lincoln.....	919.43	3,910.00	4,184.12		4,600.88	4,223.26
Middlesex.....	1,732.50	2,528.24	18,468.31	155.63	1,962.24	11,155.14
Norfolk.....	909.00	3,884.78	16,731.29	3,203.69	1,508.05	1,865.37
Northumberland and Durham.....	300.00	3,125.07	3,250.20			
Ontario.....	2,625.50	2,567.70	36,838.50	4,660.93		
Oxford.....	760.65	3,317.60			3,383.19	4,550.48
Peel.....	1,262.99	1,904.00	17,790.92			
Perth.....	1,957.61	1,212.10	26,913.32		524.53	999.77
Peterboro.....	1,000.00	2,156.79	14,767.71		1,205.27	3,119.75
Prescott and Russell.....	300.00	2,221.93	5,686.70		960.28	
Prince Edward.....	500.00	1,155.40	11,501.15		2,306.62	
Renfrew.....	1,466.67	3,772.00			675.71	7,566.82
Simcoe.....	431.00	3,652.75	6,120.52		13,608.28	
Stormont, Dundas and Glen- garry.....	1,783.29	2,713.72	37,699.48		7,692.93	7,916.70
Victoria.....	2,360.00	1,911.56	23,015.30	13,781.40	688.58	644.89
Waterloo.....	2,880.28	3,158.84	25,613.42		17,457.87	28,309.63
Welland.....	881.44	3,358.75	6,083.87	5,913.02	4,427.35	623.69
Wellington.....	540.71	4,155.02	8,810.31		9,172.13	2,118.31
Wentworth.....	4,066.89	4,321.66	53,975.18		2,911.17	
York.....	4,900.00	5,003.28	233,678.22	15,127.23		6,660.70
Totals.....	\$ 59,413.56	\$ 102,371.65	\$ 958,896.44	\$ 62,150.20	\$ 103,549.89	\$ 134,704.84

## SUMMARY OF COUNTY ROAD EXPENDITURES - 1936

County Bridges		Maintenance and Repair	Machinery		Total Approved Expenditure			Government Subsidy 50%
Con-struction	Main-tenance		Con-struction	Main-tenance	Con-struction	Maintenance	Total	
		\$ 17,938.60	\$ 1,078.00	\$ 6,000.00	\$ 7,116.00	\$ 8,824.00	\$ 17,472.00	\$ 8,736.00
	\$ 579.75	59,032.40	8,912.48	6,648.33	73,728.64	69,156.84	142,885.48	71,442.74
		53,884.96	4,029.72	4,127.40	87,693.17	62,424.16	150,117.33	75,058.66
		27,603.35	475.80	432.42	2,792.35	32,126.68	34,919.03	17,459.51
	41.35	32,197.76	5,055.00	6,586.94	25,154.06	45,684.87	70,838.93	35,419.46
	47.03	38,492.36	2,976.97	1,168.72	21,080.40	48,014.69	69,095.09	34,547.54
		32,316.00	4,997.38	2,982.18	24,479.82	37,505.50	61,985.32	30,992.66
	386.38	52,897.87	5,308.45	1,414.12	26,115.57	59,375.66	85,491.23	42,745.61
	394.19	47,996.17	1,702.48	1,466.04	35,770.47	54,354.90	90,125.37	45,062.69
		32,720.90	4,690.00	1,239.33	19,802.40	39,657.57	59,459.97	29,729.99
	592.19	58,495.68	664.00	2,164.48	18,551.23	63,404.22	81,955.45	40,977.73
	543.74	59,814.74	11,138.70	7,135.27	20,362.23	73,058.95	93,421.18	46,710.59
		83,744.13	1,162.00	2,956.21	79,145.84	94,443.95	173,589.79	86,794.89
	19.45	33,081.85	5,201.10	2,678.16	15,857.17	39,593.89	55,451.06	27,725.53
		15,797.66	345.00	1,534.51	29,250.68	19,989.37	49,240.05	24,620.02
		20,384.18	1,011.77	164.42	48,448.10	22,504.29	70,952.39	35,476.20
		11,777.28	1,479.97	372.34	23,318.13	12,987.67	36,305.80	18,152.90
\$ 3,576.29	172.51	50,837.17	1,935.31	3,379.67	14,838.41	62,900.23	77,738.64	38,869.32
	600.47	41,060.05	7,951.00	10,964.41	39,462.58	57,115.41	96,577.99	48,288.99
1,937.29	538.48	122,295.02	3,576.84	6,233.30	28,223.48	134,459.63	162,683.11	81,341.55
		27,047.75	917.41	2,640.23	4,467.61	32,813.05	37,280.66	18,640.33
	421.58	43,866.38	7,847.70	3,794.95	51,972.62	50,650.61	102,623.24	51,311.62
	2,754.64	54,726.63	10,606.76	4,748.27	15,917.89	68,930.33	84,848.22	42,424.11
	917.36	27,736.21	4,871.88	1,623.23	23,925.79	32,180.80	56,106.59	28,053.29
		14,871.44	122.66	1,452.41	29,993.36	18,060.48	48,053.84	24,026.92
	8,312.15	31,986.40	577.90	948.21	19,465.36	44,008.82	64,074.18	32,037.10
		39,802.10		11.50	5,986.70	42,995.81	48,982.51	24,491.25
	178.70	30,083.70	5,347.00	844.09	17,348.15	34,568.51	51,916.66	25,958.33
	3,583.72	22,881.81	4,101.20	809.90	13,134.69	31,723.14	44,857.83	22,428.91
1,203.87	88.96	57,279.97	580.34	2,565.33	8,335.73	77,105.29	85,531.02	42,636.22
		66,731.15	4,343.80		51,743.27	77,137.80	128,881.07	64,440.53
	1,044.23	29,030.45	4,801.04	2,777.52	44,602.63	35,452.34	80,054.97	40,027.48
	446.91	48,266.76	12,863.00	6,030.57	69,666.33	75,360.95	145,027.28	72,513.64
		47,376.16	1,277.48	1,155.11	14,779.50	56,317.37	71,096.87	35,548.44
	1,800.56	76,267.32	778.03	2,071.68	12,247.36	93,466.71	105,714.07	52,857.03
2,194.10		58,346.15	5,905.40	4,172.31	66,141.57	69,751.29	135,892.86	67,946.43
	202.93	158,745.35	7,247.06	5,374.45	267,613.21	169,326.01	436,939.22	218,449.31
\$ 8,911.55	\$ 23,667.28	\$ 1,727,413.86	\$ 145,881.12	\$ 111,228.14	\$ 1,369,957.71	\$ 2,068,230.82	\$ 3,438,188.53	\$ 1,718,944.63

APPENDIX

SCHEDULE OF EXPENDITURE ON MAINTENANCE AND

Name of County	Brushing and Weed Cutting	Ditching	Grading	Dragging
Brant.....	\$ 1,218.89	\$ 648.91	\$ 117.78	\$ 2,204.88
Bruce.....	3,194.40	449.29	1,942.78	6,068.26
Carleton.....	4,660.36	91.81	2,024.80	5,747.76
Dufferin.....	1,231.25	62.01	333.82	3,418.02
Elgin.....	1,715.07	609.82	4,028.66	5,190.23
Essex.....	3,437.33	468.04	724.33	4,606.30
Frontenac.....	1,576.97	1,489.70	7,742.49	1,508.86
Grey.....	3,389.28	1,153.12	1,445.45	3,654.06
Haldimand.....	1,499.93	518.45	525.03	2,646.39
Halton.....	932.60	1,291.23	990.34	4,782.00
Hastings.....	1,486.88	.....	7,591.05	5,628.11
Huron.....	4,057.73	3,236.80	1,857.46	9,472.35
Kent.....	3,395.33	1,540.69	2,568.19	15,588.94
Lambton.....	1,657.12	976.38	29.40	8,299.46
Lanark.....	622.31	421.28	2,231.94	419.23
Leeds and Grenville.....	1,023.69	267.55	1,006.41	2,869.27
Lennox and Addington.....	131.80	177.35	437.25	50.00
Lincoln.....	2,295.63	808.34	941.48	47.32
Middlesex.....	2,971.95	371.12	2,089.58	6,879.93
Norfolk.....	1,210.75	722.14	1,212.73	3,742.00
Northumberland and Durham.....	1,190.65	424.24	2,120.36	1,481.46
Ontario.....	2,257.20	654.98	916.73	4,218.35
Oxford.....	2,192.45	425.53	837.15	7,995.86
Peel.....	939.28	551.60	27.60	2,914.76
Perth.....	1,735.39	136.32	4,188.64	1,095.11
Peterboro.....	806.90	156.96	277.56	7,650.88
Prescott and Russell.....	2,736.03	2,023.77	5,119.75	46.95
Prince Edward.....	931.60	443.06	2,176.61	.....
Renfrew.....	1,136.38	.....	3,647.25	699.40
Simcoe.....	1,826.11	557.50	340.17	11,169.58
Stormont, Dundas and Glengarry.....	4,517.54	328.27	5,022.82	.....
Victoria.....	822.64	87.23	250.40	3,865.34
Waterloo.....	1,481.15	483.57	349.95	4,259.10
Welland.....	4,098.49	1,069.29	3,534.44	.....
Wellington.....	3,563.68	1,889.68	294.55	7,104.08
Wentworth.....	4,336.60	2,514.28	2,071.34	2,739.34
York.....	9,673.69	2,247.74	7,050.75	3,533.62
Totals.....	\$ 85,955.05	\$ 29,298.05	\$ 78,067.04	\$ 151,597.20

## No. 9

## REPAIR OF COUNTY ROADS

Culverts (Repairs)	Bridges (Repairs)	Re- Surfacing	Stabilizing Oiling, etc.	Snow Roads	Wire Fence Bonus and Guide Rails	Total Subsidisable Expenditure
\$ 140.25	\$ 159.48	\$ 3,592.36	\$ 2,557.50	\$ 6,553.12	\$ 745.43	\$ 17,938.60
212.11	1,194.09	20,515.86	11,821.75	13,633.86	.....	59,032.40
891.20	377.18	16,356.60	5,997.56	16,412.77	1,324.92	53,884.10
58.13	146.30	12,933.82	3,327.56	5,837.28	255.16	27,603.15
172.74	514.35	12,489.33	1,846.09	3,886.92	1,744.55	32,497.70
194.39	61.75	13,054.74	14,376.53	1,403.70	165.25	38,492.36
1,588.40	741.06	4,265.97	3,153.57	10,178.23	70.75	32,316.00
366.90	125.43	13,846.38	16,844.02	12,073.23	.....	52,897.87
1,160.14	899.33	34,488.16	573.07	5,322.53	363.14	47,996.17
1,118.14	238.74	20,403.50	.....	2,475.72	488.63	32,720.00
2,272.02	5,935.27	22,154.85	4,186.23	9,241.27	.....	58,495.80
717.97	3,906.16	11,967.99	11,757.57	12,369.84	470.87	59,814.74
758.96	19,736.71	35,318.04	.....	3,698.12	1,139.15	83,744.10
888.19	254.24	15,408.57	.....	5,426.59	141.90	33,081.83
889.25	636.82	7,848.47	.....	2,490.91	237.45	15,797.60
840.87	587.56	11,239.88	2,102.21	395.19	51.55	20,384.14
18.20	289.00	4,013.74	1,093.15	5,566.79	.....	11,777.22
465.49	1,303.81	13,813.27	24,798.50	5,882.06	481.27	50,837.11
410.12	384.56	17,234.36	1,305.91	9,412.52	.....	41,060.05
775.90	120.10	107,804.29	1,115.44	4,526.32	1,065.35	122,305.42
691.77	951.63	13,126.09	603.44	5,717.30	740.81	79,037.75
579.47	595.16	14,645.19	8,816.25	10,810.65	372.40	43,866.38
350.80	39.81	27,735.38	2,038.11	12,534.61	576.93	54,726.60
220.35	779.73	12,118.32	3,774.01	5,139.52	1,271.04	34,730.21
596.47	500.42	858.33	2.80	5,532.89	225.07	14,871.44
481.81	2,101.71	12,668.11	3,775.00	4,067.47	.....	31,986.40
350.10	1,354.72	23,328.17	1,829.78	3,012.83	.....	39,802.00
1,338.59	4.85	13,567.72	2,930.60	8,151.42	539.25	30,083.70
1,594.62	123.48	9,472.76	3,092.86	3,115.06	.....	22,881.41
1,505.36	249.98	22,542.09	5,515.14	12,851.32	722.72	57,279.97
853.91	848.58	39,380.19	12,247.76	3,532.08	.....	66,731.41
168.40	305.73	15,462.50	237.38	7,049.93	780.90	29,030.45
654.95	345.50	19,159.58	14,416.70	6,758.80	357.46	48,266.70
1,134.31	1,955.07	22,638.28	6,145.35	6,177.78	623.15	47,376.10
1,174.43	2,285.69	25,049.43	17,911.28	10,421.57	6,572.93	76,267.32
289.20	.....	19,632.05	12,883.45	13,879.89	.....	58,346.15
134.60	1,768.64	76,411.30	16,502.76	41,422.25	.....	158,745.33
\$ 26,058.51	\$ 51,822.64	\$ 766,545.67	\$ 219,579.33	\$ 296,962.34	\$ 21,528.03	\$ 1,729,118.90



APPENDIX

SUMMARY OF EXPENDITURE ON

The following schedule shows the approved expenditure on township

Year	No. of Twps.	Roads and Culverts	Bridges	General Maintenance	Machinery	Superintend- ence
1920 } to } 1934 } 1935 }	172 } to } 338 } 339 }	\$ 17,415,367.95	\$ 4,637,929.24	\$ 30,941,679.92	\$ 2,323,851.88	\$ 2,671,828.52
		628,855.34	98,623.04	1,844,654.47	127,708.09	214,688.40
1936	343	462,196.19	103,438.46	1,989,872.85	166,772.95	225,333.70
Totals..	.....	\$ 18,506,419.48	\$ 4,839,990.74	\$ 34,776,207.24	\$ 2,618,332.92	\$ 3,111,850.62

## No. 10

## TOWNSHIP ROADS

roads under the provisions of The Highway Improvement Act.

Total Approved Expenditure			Government Subsidy		
Construction	Maintenance	Total	Construction	Maintenance	Total
23,718,523.99	\$ 34,272,133.52	\$ 57,990,657.51	\$ 7,615,854.36	\$ 10,959,400.20	\$ 18,575,254.56
824,447.33	2,090,082.01	2,914,529.34	344,705.13	874,448.05	1,219,153.18
699,695.53	2,247,918.62	2,947,614.15	293,505.92	939,468.25	1,232,974.17
25,242,666.85	\$ 38,610,134.15	\$ 63,852,801.00	\$ 8,254,065.41	\$ 12,773,316.50	\$ 21,027,381.91

**APPENDIX**  
**SUMMARY OF COUNTY AND**

NAME OF COUNTY	TOWNSHIP ASSESSMENTS (Exclusive of Urban Assessments)		COUNTY LEVY BASED ON EQUALIZED				
	Equalized	Local	King's Highway		County Roads		Education
			Debent.	Current	Debent.	Current	
Brant.....	\$ 16,752,000	\$ 12,884,604	\$ 18,091	\$ 5,364	\$ 24,472	\$ 23,225	\$ 30,285
Bruce.....	23,222,975	22,304,363		786	1,672	60,160	48,349
Carleton.....	23,540,323	16,648,846	70,121		120,397	16,399	68,507
Dufferin.....	11,386,943	8,715,843	24,595			15,942	16,621
Elgin.....	26,193,987	21,441,691		18,036		30,187	48,299
Essex.....	37,903,318	30,471,720		33,167	33,466	37,902	50,334
Frontenac.....	5,790,006	4,554,659	32,997			21,316	27,208
Grey.....	23,047,500	21,497,445	21,435	46,084	18,889	34,570	56,377
Haldimand.....	10,335,410	10,599,005	33,409		17,268	36,174	34,119
Halton.....	21,265,908	12,581,731	17,990	340	48,405	17,012	37,066
Hastings.....	8,037,300	7,379,650		26,121	8,037	18,084	22,102
Huron.....	38,103,105	32,971,357	11,146	25,052		45,724	52,501
Kent.....	33,744,500	28,707,452		3,002		63,440	64,790
Lambton.....	27,633,600	25,098,908		38,520		25,312	71,018
Lanark.....	9,344,500	7,275,787	17,613	3,598	51,157	5,448	23,046
Leeds and Grenville.....	14,691,580	13,572,365	23,684	41,567	43,330	29,383	52,070
Lennox and Addington....	7,532,397	6,137,741	7,533		45,195	14,204	33,895
Lincoln.....	13,518,986	12,041,693	20,208	5,803	88,319	26,859	47,954
Middlesex.....	47,536,687	39,797,455	99,490	2,970	23,215	38,539	103,202
Norfolk.....	20,414,740	13,412,703	13,160	2,355	42,884	56,941	15,484
Northumberland and Durham...	24,642,400	20,201,021	22,917	18,483	36,963	13,801	78,854
Ontario.....	19,814,185	19,048,844	44,556	2,331	15,632	38,473	53,165
Oxford.....	25,521,300	24,523,481	21,273		17,858	37,436	43,676
Peel.....	14,958,873	13,100,495	41,755	14,663	29,471	26,179	52,059
Perth.....	32,146,243	25,413,948		3,878		24,595	27,329
Peterborough...	8,853,021	7,747,759	7,836	10,914		26,470	21,644
Prescott and Russell.....	17,963,401	13,426,618			133,110	35,925	31,436
Prince Edward...	10,708,750	7,799,595	4,391	2,034	9,102	18,741	15,741
Renfrew (10 townships)..	13,686,122	8,351,885	15,179	1,738	56,250	1,915	30,323
Simcoe (9 townships)..	23,105,000	18,349,574		23,105		16,174	36,967
Stormont, Dundas and Glengarry.....	27,674,204	26,668,460	22,971	29,610	33,761	46,768	69,954
Victoria.....	16,179,791	11,273,924	12,058	1,613	12,789	28,734	19,349
Waterloo.....	20,855,000	16,687,564		1,089		41,710	10,426
Welland.....	27,450,412	25,891,165		20,289	20,854	24,018	78,981
Wellington.....	28,782,570	23,320,040		18,543		43,168	42,403
Wentworth.....	25,490,070	18,995,161	96,834	13,068	1,155	49,612	42,972
York.....	89,410,602	92,617,048	61,932	17,963	36,378	94,374	361,326
Totals.....	\$ 847,337,709	\$ 721,510,600	\$ 763,174	\$ 432,086	\$ 969,929	\$ 1,184,914	\$ 1,919,832

# IMPROVEMENT IN ONTARIO FOR 1936

63

No. 11

## TOWNSHIP LEVIES — 1936

ASSESSMENT		TOWNSHIP LEVY BASED ON TOWNSHIP ASSESSMENT					Total Road Levy	Per cent. of Road Levy to Total Levy
Miscellaneous	Total	County Levy	Township Roads	Water	Miscellaneous	Township Levy		
\$ 24,192	\$ 125,629	\$ 125,669	\$ 34,507	\$ 88,497	\$ 97,829	346,502	105,659	30.5
98,040	209,007	208,832	67,190	126,119	64,195	463,336	129,808	27.8
142,870	418,294	419,327	48,996	180,237	209,436	857,996	255,913	29.8
28,244	85,402	85,979	36,511	71,708	23,892	219,090	77,048	28.4
54,093	150,615	151,194	49,846	115,084	79,334	395,458	98,069	24.8
110,452	265,321	265,826	64,196	200,819	396,744	927,585	109,741	18.2
38,226	119,747	124,165	17,633	53,584	29,006	224,388	71,000	32.0
76,275	253,630	244,716	77,096	164,477	53,892	540,181	199,974	36.6
65,086	186,056	186,122	29,924	62,359	35,717	314,122	100,776	37.2
37,960	158,773	154,783	25,327	58,550	94,159	332,879	100,134	32.8
58,271	132,615	132,859	11,061	56,217	21,651	221,788	38,308	28.5
75,144	209,567	210,989	58,387	163,187	133,035	565,598	110,309	24.8
91,478	222,710	228,058	98,052	166,808	301,757	794,075	164,494	20.7
63,918	198,768	190,822	81,542	131,984	152,584	556,932	145,374	26.1
33,565	134,327	134,806	19,095	82,745	35,474	252,120	104,811	38.4
73,461	263,495	265,735	37,421	130,615	75,670	540,100	130,615	24.3
56,493	157,320	167,429	14,205	40,415	25,190	365,014	81,187	27.7
84,346	273,489	279,124	45,968	123,315	99,000	547,742	157,111	31.1
136,646	404,062	404,403	68,167	18,770	107,000	703,105	243,500	30.4
96,970	227,794	228,161	37,278	56,088	48,000	491,821	152,500	37.9
109,166	280,184	275,567	69,241	133,109	60,000	491,474	101,100	28.3
61,627	215,784	217,403	67,940	139,000	70,000	426,940	109,000	33.0
59,720	179,963	182,062	56,500	123,740	79,511	312,254	65,111	30.8
53,556	217,683	218,790	34,527	139,000	113,023	421,343	110,500	31.1
56,711	112,513	113,361	50,054	139,711	65,610	324,475	78,500	24.0
55,042	121,906	123,450	18,539	78,000	65,188	261,828	61,750	24.5
109,218	309,689	310,753	53,794	177,569	110,143	601,570	222,000	36.4
39,195	89,204	89,515	11,586	30,789	19,024	139,319	45,500	25.3
62,250	167,655	167,655	4,280	14,524	11	105,970	70,800	40.5
92,420	168,666	169,012	51,976	131,650	88,013	429,291	110,500	20.5
124,811	327,875	329,758	65,316	260,000	189,613	549,613	190,420	23.8
49,495	124,038	124,274	22,382	60,441	23,639	104,440	57,570	33.0
87,573	140,798	146,662	44,960	106,419	55,483	222,529	87,500	24.9
99,479	243,621	228,214	90,800	275,324	363,016	967,430	120,000	16.3
54,107	158,221	160,404	60,658	134,796	55,020	411,710	122,369	29.7
63,561	267,202	268,657	47,153	140,618	8,000	454,042	267,202	38.6
386,933	958,906	951,309	366,076	1,099,245	7,719,044	6,294,664	670,733	9.3
3,010,594	8,280,529	8,285,845	2,037,505	6,073,741	6,705,631	2,103,722	5,527,966	23.9



APPENDIX  
ROAD SURFACES

County	COUNTY ROADS					
	Earth	Gravel or Stone	Surface Treated Macadam	Bitu- minous Macadam	Asphaltic Concrete	Cement Concrete
Brant.....	5.8	69.6	0.3	15.7	.....	0.9
Bruce.....	.....	202.7	48.0	27.2	.....	.....
Carleton.....	10.4	125.2	25.4	50.4	29.3	.....
Dufferin.....	.....	145.3	.....	.....	.....	.....
Elgin.....	.....	236.7	0.1	0.1	.....	.....
Essex.....	.....	184.9	.....	5.6	15.2	44.0
Frontenac.....	.....	103.2	43.7	4.5	8.5	.....
Grey.....	.....	175.7	.....	17.0	.....	12.3
Haldimand.....	3.5	87.9	60.8	5.3	.....	.....
Halton.....	.....	77.0	28.4	.....	2.9	20.0
Hastings.....	.....	281.9	18.0	.....	9.6	2.3
Huron.....	.....	367.1	15.2	1.1	.....	5.4
Kent.....	6.2	228.5	.....	7.8	6.3	23.4
Lambton.....	.....	226.5	.....	6.7	4.2	3.5
Lanark.....	9.6	175.1	18.7	27.5	.....	.....
Leeds and Grenville.....	41.0	140.9	4.0	24.8	30.2	2.8
Lennox and Addington.....	.....	68.0	13.0	2.0	47.0	.....
Lincoln.....	.....	0.8	94.4	26.0	2.6	12.3
Middlesex.....	.....	390.3	.....	.....	.....	46.0
Norfolk.....	12.2	108.1	46.5	36.7	0.3	.....
Northumberland and Durham.....	.....	183.2	.....	5.3	47.1	8.9
Ontario.....	.....	184.9	.....	10.3	0.3	6.7
Oxford.....	.....	189.9	.....	6.2	1.5	.....
Peel.....	.....	130.7	1.0	11.3	0.5	2.8
Perth.....	.....	166.2	3.7	2.5	1.0	.....
Peterboro.....	.....	157.7	2.2	4.4	.....	.....
Prescott and Russell.....	27.4	115.0	86.8	.....	18.6	.....
Prince Edward.....	.....	76.2	44.9	1.8	16.0	8.3
Renfrew.....	35.9	140.6	35.5	7.1	.....	.....
Simcoe.....	4.0	306.0	1.5	0.9	2.0	1.3
Stormont, Dundas and Glengarry.....	4.5	221.3	162.1	67.3	5.2	1.3
Victoria.....	5.6	154.6	6.2	1.5	4.9	.....
Waterloo.....	.....	110.4	8.4	27.4	3.9	34.0
Wendell.....	1.5	2.0	72.3	12.0	20.0	10.2
Wellington.....	1.9	317.4	1.8	2.7	3.5	13.4
Wentworth.....	4.0	98.0	52.4	27.7	4.0	3.0
York.....	2.4	74.3	72.1	62.4	72.3	10.3
Totals.....	175.9	6,018.1	967.4	514.9	356.9	273.1

No. 13  
—END OF 1936

Total	TOWNSHIP ROADS						Total
	Earth	Gravel or Stone	Surface Treated Macadam	Bitu- minous Macadam	Asphaltic Concrete	Cement Concrete	
92.3	227.6	323.0	.....	0.3	.....	0.6	551.5
277.9	284.5	1,357.7	.....	.....	.....	.....	1,642.2
240.7	361.6	707.5	1.3	.....	.....	.....	1,070.4
145.3	314.1	478.0	.....	.....	.....	.....	792.1
236.9	158.5	759.9	.....	.....	.....	.....	918.4
249.7	138.1	720.9	.....	.....	.....	9.9	868.9
159.9	529.7	501.3	.....	1.0	.....	.....	1,032.0
205.0	569.4	1,632.0	.....	.....	.....	.....	2,201.4
157.5	218.2	354.1	8.9	.....	.....	5.0	586.2
128.3	94.6	327.9	.....	.....	.....	1.8	424.3
311.8	769.4	728.6	.....	.....	.....	.....	1,498.0
388.8	243.0	1,390.5	.....	0.7	.....	.....	1,634.2
272.2	314.5	1,022.6	1.3	0.4	.....	.....	1,338.8
240.9	480.2	941.3	.....	1.0	.....	.....	1,422.5
230.9	571.3	412.2	.....	.....	.....	.....	983.5
243.7	523.9	860.8	.....	4.0	.....	.....	1,388.7
130.0	285.2	460.5	.....	0.5	.....	.....	746.2
136.1	405.3	256.5	3.0	.....	.....	5.0	669.8
436.3	226.5	1,375.2	.....	.....	.....	0.2	1,601.9
203.8	541.3	373.9	2.9	.....	.....	.....	918.1
244.5	865.5	1,463.6	.....	.....	.....	.....	2,329.1
202.2	252.4	966.1	.....	.....	.....	.....	1,218.5
197.6	83.0	1,005.1	4.5	.....	.....	.....	1,092.6
146.3	304.1	351.2	.....	.....	.....	.....	655.5
173.4	89.8	979.8	.....	.....	.....	.....	1,069.6
164.3	438.5	542.6	.....	.....	.....	.....	981.1
247.8	770.2	221.9	.....	.....	.....	.....	992.1
147.2	68.3	351.8	.....	.....	0.2	.....	420.1
219.1	538.0	270.2	.....	.....	.....	.....	808.2
315.7	950.5	1,062.1	.....	.....	.....	.....	2,012.6
461.7	581.0	788.4	.....	3.6	.....	4.9	1,377.9
172.8	502.8	573.7	0.4	.....	.....	.....	1,076.9
184.1	62.5	531.1	.....	.....	.....	0.2	593.8
118.0	504.3	338.9	89.0	1.5	6.2	0.8	940.7
340.7	623.3	712.6	.....	.....	.....	0.4	1,336.3
189.1	173.5	379.8	.....	.....	.....	.....	553.3
293.8	539.5	1,030.1	16.4	10.3	86.0	15.3	1,697.6
8,306.3	14,604.1	26,553.4	127.7	23.3	92.4	44.1	41,445.0

# APPENDIX No. 14

## SUMMARY OF 1936 COUNTY LEVIES ON BASIS OF EQUALIZED ASSESSMENT

## APPENDIX No. 14

NAME OF COUNTY	EQUALIZED ASSESSMENT		ROADS AND BRIDGES						OTHER PURPOSES		TOTAL LEVY
	Total	Per Acre	THE KING'S HIGHWAYS		COUNTY ROADS AND BRIDGES		TOTAL	EDUCA- TIONAL	MISCEL- LANEOUS	TOTALS	
			Debitures	Current	Debitures	Current					
Brant.....	\$ 19,826,800	92	1.08	0.32	1.46	1.39	4.25	1.81	1.44	3.25	Mills 7.50
Bruce.....	28,639,030	30	.....	0.03	0.07	2.59	2.69	4.23	4.23	6.31	9.00
Carleton...	27,631,991	49	2.98	.....	5.11	0.70	8.79	2.91	6.07	8.98	17.77
Dufferin...	13,364,550	37	2.16	.....	.....	1.40	3.56	1.46	2.48	3.94	7.50
Elgin.....	30,370,345	69	.....	0.69	.....	1.15	1.84	1.84	2.07	3.91	5.75
Essex.....	51,693,612	120	.....	0.87	0.88	1.00	2.75	1.33	2.92	7.00	7.00
Frontenac.	7,246,850	11	5.70	.....	.....	4.50	10.20	4.70	6.60	11.30	21.50
Grey.....	26,110,000	24	0.93	2.00	0.82	1.50	5.25	2.44	3.31	5.75	11.00
Haldimand	11,920,410	42	3.23	.....	1.67	3.50	8.40	3.30	6.30	9.60	18.00
Haltou.....	31,913,780	140	0.84	0.02	1.49	0.80	3.15	1.74	1.79	3.53	6.68
Hastings...	18,302,800	17	.....	3.25	1.00	2.25	6.50	2.75	7.25	10.00	16.50
Huron.....	44,271,175	55	0.29	0.66	.....	1.20	2.15	1.38	1.97	3.35	5.50
Kent.....	39,828,700	107	.....	0.09	.....	1.88	1.97	1.92	2.71	4.63	6.60
Lambton...	31,126,000	46	.....	1.39	.....	0.92	2.31	2.57	2.31	4.88	7.19
Launark.....	15,000,000	22	1.88	0.39	5.46	0.58	8.31	2.47	3.59	6.06	14.37
Leeds and Grenville...	17,672,000	24	1.61	2.82	2.96	2.00	9.39	3.54	5.00	8.54	17.93
Lennox and Addington...	9,637,295	22	1.00	.....	6.00	2.00	9.00	4.50	7.50	12.00	21.00
Lincoln.....	19,000,000	99	1.49	0.43	6.53	1.99	10.44	3.55	6.24	9.79	20.23
Middlesex...	51,045,045	67	2.09	0.06	0.49	0.81	3.45	2.17	2.88	5.05	8.50
Norfolk.....	28,498,200	72	0.64	0.12	2.10	2.79	5.65	0.55	4.75	5.30	10.95
Northumberland and Durham.....	35,963,000	44	0.93	0.75	1.50	0.56	3.74	3.20	4.43	7.63	11.37
Ontario.....	24,421,141	48	2.25	0.12	0.79	1.94	5.10	2.68	3.11	5.79	10.89
Oxford.....	28,632,200	60	0.83	.....	0.70	1.47	3.00	2.34	2.34	4.05	7.05
Peel.....	19,995,818	68	2.66	0.98	1.97	1.75	7.36	3.48	3.58	7.06	14.42
Perth.....	35,289,166	67	.....	0.12	.....	0.76	0.88	0.85	1.77	2.62	3.50
Peterborough...	10,094,318	18	0.84	1.17	.....	2.99	5.00	2.32	5.90	8.22	13.22
Prescott and Russell	20,555,591	37	.....	.....	7.41	2.00	9.41	1.75	6.08	7.83	17.24
Prince Edward	15,000,000	63	0.41	0.19	0.85	1.75	3.20	1.47	3.66	5.13	8.33
Renfrew.....	28,460,230	26	1.11	0.13	4.11	0.14	5.49	2.21	4.55	6.76	12.25
Simcoe.....	59,670,000	62	.....	1.00	.....	0.70	1.70	1.60	4.00	5.60	7.30
Stormont, Dundas and Glengarry.....	39,332,029	51	0.83	1.07	1.22	1.69	4.81	2.60	4.51	7.11	11.92
Victoria.....	22,478,450	38	0.74	0.10	0.88	1.97	3.69	1.20	3.06	4.26	7.95
Waterloo...	38,027,000	97	.....	0.05	.....	2.00	2.05	0.50	4.20	4.70	6.75
Welland.....	41,879,931	185	.....	0.74	0.76	0.87	2.37	2.88	3.62	6.50	8.87
Wellington...	35,425,709	57	.....	0.64	.....	1.50	2.14	1.47	1.88	3.35	5.49
Wentworth...	29,077,757	109	3.80	0.51	0.05	1.94	6.30	1.68	2.50	4.18	10.48
York.....	124,446,842	233	0.69	0.20	0.41	1.05	2.35	3.27	4.33	7.60	9.95





# APPENDIX TYPICAL TAXATION

The local assessment of a representative township in each County has been  
farm of

County Typical Township	Year	Farm assessment	Total taxes	Road taxes
Brant:—				
Dumfries S.....	1934	\$ 5,440.00	\$ 125.71	\$ 40.90
Dumfries S.....	1935	5,450.00	129.21	45.01
Dumfries S.....	1936	5,460.00	121.08	41.18
Bruce:—				
Culross.....	1934	3,040.00	60.40	14.35
Elderslie.....	1935	3,600.00	57.60	18.40
Elderslie.....	1936	3,500.00	54.60	15.75
Carleton:—				
Fitzroy.....	1934	2,420.00	88.58	43.63
Fitzroy.....	1935	2,420.00	91.98	37.37
Fitzroy.....	1936	2,429.00	93.23	36.25
Dufferin:—				
Mulmur.....	1934	2,050.00	60.58	18.57
Mulmur.....	1935	2,000.00	31.15	17.76
Melancthon.....	1936	2,300.00	56.15	17.96
Elgin:—				
Malahide.....	1934	4,400.00	78.32	20.68
Malahide.....	1935	4,300.00	74.52	18.92
Malahide.....	1936	4,340.00	77.69	20.40
Essex:—				
Gosfield S.....	1934	10,000.00	211.28	56.39
Gosfield S.....	1935	10,000.00	232.40	49.30
Gosfield S.....	1936	9,700.00	309.53	58.49
Frontenac:—				
Pittsburg.....	1934	1,800.00	83.90	24.48
Pittsburg.....	1935	1,800.00	89.03	26.84
Pittsburg.....	1936	1,700.00	80.00	26.25
Grey:—				
Collingwood.....	1934	2,075.00	88.08	19.23
Collingwood.....	1935	2,200.00	70.84	23.21
Collingwood.....	1936	2,200.00	79.86	20.26
Haldimand:—				
Rainham.....	1934	4,500.00	124.83	41.38
Rainham.....	1935	4,600.00	133.72	52.67
Rainham.....	1936	4,600.00	136.34	52.16
Halton:—				
Esquesing.....	1934	3,500.00	95.62	34.13
Esquesing.....	1935	3,500.00	96.71	33.60
Esquesing.....	1936	3,500.00	94.50	32.59
Hastings:—				
Tyendinaga.....	1934	2,100.00	60.94	15.45
Tyendinaga.....	1935	2,000.00	58.88	15.14
Tyendinaga.....	1936	2,100.00	66.09	19.59
Huron:—				
Hay.....	1934	4,600.00	86.48	14.72
Hay.....	1935	4,700.00	92.54	19.69
Hay.....	1936	4,610.00	90.82	18.62
Kent:—				
Howard.....	1934	5,500.00	96.12	28.67
Howard.....	1935	7,500.00	161.77	46.12
Howard.....	1936	5,100.00	102.31	20.45
Lambton:—				
Plympton.....	1934	3,600.00	65.25	13.99
Plympton.....	1935	3,600.00	55.44	20.38
Plympton.....	1936	3,700.00	56.98	20.94
Lanark:—				
Lanark.....	1934	1,310.00	41.99	16.97
Lanark.....	1935	1,300.00	40.43	16.55
Lanark.....	1936	1,301.00	42.31	16.65

## No. 15

## ON A 100-ACRE FARM

arranged to show the proportion of road taxes to the total taxes on the basis of a 100 Acres.

Distribution of Road Taxes			Road Taxes Per Mile			Debentures	
King's Highways	County Roads	Township Roads	King's Highways	County Roads	Township Roads	King's Highways	County Roads
\$ 14.41	\$ 20.51	\$ 5.98	\$ .26	\$ 0.22	\$ 0.07	\$ 8.54	\$ 11.26
14.17	22.67	8.17	.20	.25	.09	8.44	11.22
10.87	22.12	8.19	.15	.24	.09	8.38	11.34
.34	8.84	5.17	.006	.03	.05	.....	.25
5.86	8.08	4.46	.06	.03	.04	.....	.24
.11	8.64	7.00	.....	.03	.07	.....	.....
10.07	22.12	11.44	0.11	0.09	0.14	9.63	16.64
9.99	21.96	5.42	.10	.09	.07	9.99	19.86
9.95	19.43	6.87	.10	.07	.08	9.95	17.10
5.55	4.00	9.02	0.11	0.03	0.05	5.02	.....
4.88	3.90	8.98	.10	.03	.05	4.88	.....
6.90	4.48	6.58	.55	.14	.04	6.90	.....
2.07	5.41	13.20	.027	.023	0.11	.....	.....
2.62	6.28	10.02	.34	.26	.08	.....	.....
3.77	6.34	10.29	.05	.03	.08	.....	.....
7.88	24.30	24.21	.06	.10	.40	.....	10.00
9.50	24.10	15.70	.07	.10	.26	.....	10.00
12.41	26.68	19.40	.08	.11	.32	.....	12.51
11.16	7.92	5.40	.09	.06	0.07	11.16	.....
13.52	7.92	5.40	.09	.05	.09	13.52	.....
12.48	9.86	3.91	.08	.06	.06	7.34	.....
4.56	5.71	8.96	.04	.03	0.06	2.06	2.32
4.62	5.72	12.87	.03	.03	.09	2.09	2.35
7.46	5.92	6.88	.69	.50	.04	2.04	1.82
11.56	20.82	9.00	.18	.13	.18	11.56	6.71
13.20	21.07	18.40	.21	.14	.37	13.16	6.81
12.97	20.79	18.40	.21	.13	.37	12.97	6.72
6.34	18.76	9.03	.11	.15	.06	5.32	13.22
6.97	19.11	7.52	.12	.14	.05	5.32	13.55
6.86	18.17	7.56	.10	.14	.05	6.71	11.83
4.72	6.53	4.20	.05	.02	.03	.....	1.81
4.50	6.64	4.00	.04	.02	.03	.....	2.11
7.69	7.70	4.20	.06	.02	.03	.....	2.10
2.76	5.75	6.21	.03	.016	.04	1.41	.....
5.36	5.87	8.46	.04	.01	.07	1.43	.....
4.56	5.76	8.30	.04	.02	.07	1.41	.....
7.99	11.52	9.16	.06	.05	.08	.....	.....
11.10	15.00	20.02	.08	.06	.16	.....	.....
.46	10.61	9.38	.....	.04	.08	.....	.....
.55	4.10	9.34	.005	.02	.06	.....	.....
5.94	3.89	10.55	.05	.02	.07	.....	.....
6.10	4.00	10.84	.05	.02	.07	.....	.....
3.65	9.58	3.74	.05	.04	.03	3.33	8.05
3.56	8.90	4.09	.05	.04	.04	3.00	8.09
3.43	9.14	4.08	.04	.04	.03	2.85	8.26

# APPENDIX TYPICAL TAXATION

The local assessment of a representative township in each County has been  
farm of

County Typical Township	Year	Farm assessment	Total taxes	Road taxes
Leeds and Grenville:—				
Kitley .....	1934	1,900.00	56.62	20.86
Kitley .....	1935	1,900.00	63.08	19.13
Kitley .....	1936	1,900.00	57.95	20.65
Lennox and Addington:—				
Fredericksburg N. ....	1934	3,000.00	114.00	35.82
Fredericksburg N. ....	1935	3,000.00	121.74	37.95
Fredericksburg N. ....	1936	3,000.00	120.00	38.52
Lincoln:—				
Clinton .....	1934	7,100.00	279.17	105.25
Clinton .....	1935	7,000.00	283.71	117.32
Clinton .....	1936	7,200.00	297.72	115.84
Middlesex:—				
Caradoc .....	1934	4,400.00	85.05	26.84
Caradoc .....	1935	4,400.00	84.39	24.11
Caradoc .....	1936	4,480.00	86.91	24.41
Norfolk:—				
Walsingham N. ....	1934	2,700.00	87.94	36.23
Walsingham N. ....	1935	2,900.00	82.07	31.52
Walsingham N. ....	1936	2,931.00	90.63	32.65
Northumberland and Durham:—				
Cavan .....	1934	2,500.00	67.10	19.51
Cavan .....	1935	2,500.00	71.05	19.03
Cavan .....	1936	2,400.00	67.94	18.05
Ontario:—				
Reach .....	1934	3,300.00	73.06	27.72
Reach .....	1935	3,300.00	73.79	28.84
Reach .....	1936	3,300.00	75.24	28.81
Oxford:—				
Oxford W. ....	1934	5,500.00	103.18	26.40
Oxford W. ....	1935	5,700.00	101.12	30.38
Oxford W. ....	1936	5,730.00	97.12	29.51
Peel:—				
Chinguacousy .....	1934	4,900.00	121.32	40.18
Chinguacousy .....	1935	4,900.00	118.75	47.82
Chinguacousy .....	1936	4,890.00	117.07	47.43
Perth:—				
Fullerton .....	1934	5,700.00	56.66	15.96
Fullerton .....	1935	5,700.00	56.09	21.55
Fullerton .....	1936	5,660.00	54.39	18.06
Peterborough:—				
Duoro .....	1934	2,300.00	63.46	16.86
Duoro .....	1935	2,300.00	70.45	19.20
Duoro .....	1936	2,200.00	65.16	18.68
Prescott and Russell:—				
Plantagenet S. ....	1934	3,200.00	107.96	40.76
Plantagenet S. ....	1935	3,210.00	109.59	41.54
Plantagenet S. ....	1936	3,200.00	109.47	41.73
Prince Edward:—				
Hillier .....	1934	3,500.00	86.73	24.43
Hillier .....	1935	3,500.00	90.83	25.41
Hillier .....	1936	3,500.00	90.20	21.84
Renfrew:—				
McNab .....	1934	1,650.00	71.11	22.45
McNab .....	1935	1,630.00	72.39	22.07
McNab .....	1936	1,553.00	65.68	20.58
Simcoe:—				
Flos .....	1934	3,220.00	89.71	20.87
Flos .....	1935	3,200.00	91.26	14.18
Flos .....	1936	3,200.00	94.98	17.89

## No. 15

## ON A 100-ACRE FARM

arranged to show the proportion of road taxes to the total taxes on the basis of a 100 Acres.

Distribution of Road Taxes			Road Taxes Per Mile			Debentures	
King's Highways	County Roads	Township Roads	King's Highways	County Roads	Township Roads	King's Highways	County Roads
7.90	11.40	1.56	.05	.04	.01	2.79	5.36
7.71	8.84	2.58	.04	.04	.02	2.79	5.36
7.79	8.91	3.95	.04	.04	.04	2.81	5.41
4.56	22.26	9.00	.05	.21	.23	4.05	17.40
4.26	24.69	9.00	.05	.19	.25	3.63	18.15
3.27	26.25	9.00	.04	.20	.25	3.27	19.68
9.86	67.42	27.97	.19	.49	.26	7.90	57.82
10.22	74.76	32.34	.20	.55	.31	6.86	58.17
16.12	71.64	28.08	.31	.53	.27	12.53	54.94
9.06	7.66	10.12	.06	.019	.07	6.12	2.63
11.75	7.96	4.40	.08	.02	.03	8.80	2.77
12.23	7.39	4.79	.08	.02	.03	8.80	2.77
5.28	24.20	6.75	.10	.11	.07	2.70	10.42
3.48	21.08	6.96	.06	.10	.07	2.93	12.06
3.43	22.19	7.03	.05	.11	.07	1.88	6.16
3.26	6.25	10.00	.03	.03	.08	2.75	4.45
2.80	6.23	10.00	.02	.03	.08	2.80	1.68
4.87	5.98	7.20	.04	.02	.05	2.23	3.60
7.46	10.36	9.90	.08	.05	.07	6.70	2.31
8.31	8.35	12.18	.09	.04	.09	6.73	2.34
7.99	9.17	11.65	.07	.05	.09	7.56	2.64
11.55	6.05	8.80	.20	.03	.11	.....	4.45
6.33	11.51	12.54	.12	.06	.17	.....	4.22
5.04	13.01	11.46	.09	.06	.16	4.76	4.01
14.21	13.72	12.25	.20	.09	.07	13.18	8.97
17.20	15.43	15.19	.24	.10	.09	14.41	8.17
17.41	17.80	12.22	.23	.12	.07	12.71	9.42
2.17	4.50	9.29	.18	.03	.07	.....	.....
7.75	4.45	9.35	.06	.03	.09	.....	.....
.68	4.92	12.46	.01	.03	.13	.....	.....
6.53	5.73	4.60	.10	.05	.06	2.29	.....
7.38	6.53	5.29	.11	.05	.06	2.28	.....
5.21	7.75	5.72	.08	.04	.07	2.17	.....
.....	33.63	7.13	.....	.16	.07	.....	26.46
.....	33.71	7.83	.....	.15	.08	.....	26.56
.....	33.70	8.03	.....	.14	.09	.....	26.53
2.38	13.34	8.71	.05	.09	.11	2.18	5.36
5.85	12.56	7.00	.12	.08	.08	2.19	4.56
3.11	13.48	5.25	.06	.09	.06	1.43	2.98
4.39	13.16	4.90	.08	.06	.05	3.91	12.72
3.93	13.22	4.92	.07	.06	.05	3.91	12.72
3.59	12.36	4.63	.07	.06	.05	3.23	11.95
5.03	3.38	12.46	.03	.01	.08	.....	.....
.....	3.33	10.85	.....	.01	.07	.....	.....
4.16	2.91	10.82	.02	.09	.08	.....	.....



# APPENDIX TYPICAL TAXATION

The local assessment of a representative township in each County has been  
farm of

County Typical Township	Year	Farm assessment	Total taxes	Road taxes
Stormont, Dundas and Glengarry:—				
Roxborough.....	1934	2,040.00	60.22	14.62
Roxborough.....	1935	2,390.00	74.83	16.66
Roxborough.....	1936	2,350.00	77.69	16.54
Victoria:—				
Verulam.....	1934	2,150.00	54.31	18.70
Verulam.....	1935	2,187.00	54.87	18.61
Verulam.....	1936	2,205.00	57.20	20.29
Waterloo:—				
Wilmot.....	1934	4,094.00	96.45	25.46
Wilmot.....	1935	4,966.00	121.05	34.86
Wilmot.....	1936	4,982.00	119.33	28.20
Welland:—				
Humberstone.....	1934	7,400.00	189.14	36.11
Humberstone.....	1935	7,400.00	180.49	33.37
Humberstone.....	1936	7,400.00	186.18	40.48
Wellington:—				
Eramosa.....	1934	4,767.00	75.89	22.40
Eramosa.....	1935	4,756.00	77.76	20.88
Eramosa.....	1936	4,750.00	78.65	20.25
Wentworth:—				
Flamboro E.....	1934	7,720.00	253.98	68.24
Flamboro E.....	1935	7,790.00	246.56	76.96
Flamboro E.....	1936	7,660.00	274.31	81.50
York:—				
Markham.....	1934	7,500.00	298.72	42.52
Markham.....	1935	7,600.00	182.70	44.61
Markham.....	1936	7,500.00	187.05	43.26

## No. 15

## ON A 100-ACRE FARM

arranged to show the proportion of road taxes to the total taxes on the basis of a 100 Acres.

Distribution of Road Taxes			Road Taxes Per Mile			Debentures	
King's Highways	County Roads	Township Roads	King's Highways	County Roads	Township Roads	King's Highways	County Roads
3.79	5.53	5.30	.03	.01	.05	1.03	2.03
4.61	6.12	5.93	.04	.01	.06	2.04	1.00
4.68	7.16	4.70	.04	.02	.05	2.04	1.01
3.07	7.52	8.21	.03	.01	.06	1.84	1.77
2.60	7.42	8.50	.03	.04	.07	1.77	2.53
2.43	8.16	9.70	.03	.05	.09	2.14	2.51
.25	12.28	12.93	.00	.08	.10	.....	1.33
6.10	13.02	15.73	.11	.09	.12	1.33	.....
.34	13.04	14.82	.01	.73	.11	.....	.....
1.40	12.51	22.30	.02	.11	.21	.....	3.77
.44	10.73	22.30	.01	.08	.21	.....	2.72
5.70	12.58	22.30	.07	.11	.21	.....	3.91
5.96	7.86	8.58	.05	.02	.10	.....	.....
3.33	7.89	9.66	.03	.02	.12	.....	.....
3.38	7.88	8.99	.03	.02	.11	.....	.....
38.60	19.22	10.42	.69	.16	.16	31.79	34
35.60	24.22	17.14	.63	.17	.28	32.10	22
45.57	21.07	14.80	.81	.21	.15	40.55	18
7.72	12.15	22.65	.13	.11	.16	3.00	3.44
6.76	10.49	27.36	.09	.07	.19	3.00	3.00
6.67	10.87	25.72	.09	.09	.19	4.11	3.00

## Report of Motor Vehicle Branch, 1936

TO THE HONOURABLE T. B. McQUESTEN,  
Minister of Highways.

SIR:—

I have the honour to submit herewith the annual report of the Motor Vehicles Branch for the year 1936.

Appended are the following:—

- (a) A detailed statement of the motor vehicle permits and drivers' licenses issued for the calendar year 1936.
- (b) A statement, duly certified by the Provincial Auditor, showing the revenue derived from all sources during the fiscal year ending March 31st, 1937.
- (c) Reports detailing the activities of the Accident Recording Division and the Financial Responsibility Division of the Branch.

Generally the year was one of increased operations, every division showing advances over the 1935 business. This was true not only of vehicle registrations, drivers' licenses and Public Commercial Vehicle licenses but also in the number of accidents reported.

### Motor Vehicle Registrations

Vehicle registrations during 1936 set new high records. The total for all classes for the first time exceeded 600,000 and passenger motor vehicles alone passed the half million mark for the first time. Passenger car registrations totalled 514,211, and an increase over 1935 of 24,601, which increase includes some 2,000 convertible permits issued this year at passenger car fees. Commercial vehicle registrations were up 3,103 to a total of 70,693 while the totals of trailers at 27,930 and motorcycles, 4,553 were also higher. Altogether vehicle registrations were 617,387 an increase of 29,079 or 5%.

### Drivers' licenses

The total number of drivers' licenses issued surpassed the 1935 record by the substantial margin of 57,354 to reach a total of 842,189 and increasing the ratio of drivers to motor vehicles from 130 drivers per 100 motor vehicles in 1934 to 136 per 100 vehicles. Chauffeur licenses increased over 15,000, operators' licenses by more than 32,000 and instruction permits almost 10,000. The totals in each class were as follows:—

	1936	1935
Chauffeur.....	211,606	196,111
Operators.....	543,798	511,346
Instruction.....	86,785	77,378

### Public Vehicles and Public Commercial Vehicles

New regulations respecting the operation and licensing of both Public and Public Commercial Vehicles became effective during this year. These regulations extended the insurance protection afforded the public, classified and strengthened the existing regulations, provided for reclassification of Public Commercial Vehicle licenses and a new schedule of Public Commercial Vehicle fees and permitted the collection of Public Vehicle fees on duplicated, special and chartered trips.

The number of Public Commercial Vehicle licenses issued increased approximately 25% to a total of 6,231 while Public Vehicle licenses numbered 695, an increase of about 20%. Revenue was also higher, a gross amount of \$270,784.87 being deposited with the Provincial Treasurer. Of this amount \$168,095.88 represented Public Commercial Vehicle fees.

### Revenue

The gross revenue of the Branch for the fiscal year was \$11,144,955.38, an increase of almost \$2,000,000 over the previous year. This was the largest total ever collected in any year and resulted in a net revenue, after the deduction of commissions and refunds, of \$10,916,491.08.

### Financial Responsibility Division

This year saw the activities of this division sharply increased with the number of suspension cases handled rising almost 50%. There were altogether 4,932 suspension orders issued. Of these 1,072 were discretionary suspensions imposed by magistrates or by the Department while 3,860 were issued under the provisions of Part XIII of the Highway Traffic Act. As has been pointed out in previous reports, the value of the latter legislation is cumulative and to date since September 1st, 1930, there have been 21,345 suspension orders issued requiring proof of financial responsibility. Of these 6,963 were still in effect at December 31st, 1936.

# REPORT OF MOTOR VEHICLES BRANCH, 1936

75

## Accident Recording Division

Accident figures showed some increase during the year 1936, an increase largely accounted for by the increase in traffic as evidenced by higher gasoline consumption and more motor vehicle registrations. The safety promotion work of the Division was carried on as usual, monthly and special bulletins giving details of the accident record and directing attention to general seasonal and special hazards were issued, a campaign of newspaper and billboard advertising, introducing the slogan "Try Courtesy" was conducted and radio programmes of an entertaining nature carrying safe driving messages designed for both adult and juvenile listeners were produced over Toronto and Hamilton radio stations. Material for radio talks and addresses at meetings was also supplied to automobile and service clubs in various communities.

The division recorded and analysed reports of 11,388 motor vehicle accidents resulting in 546 deaths, injury to 10,251 persons and causing property damage estimated at \$1,241,851.

Respectfully submitted,

J. J. Rogers

Registrar of Motor Vehicles.

## COMPILED BY MOTOR VEHICLES BRANCH—DEPARTMENT OF HIGHWAYS 1936 STATISTICS MOTOR VEHICLE REGISTRATIONS

Automobile Permits.....	514,211
Commercial Permits.....	70,918
Trailer Permits.....	27,000
Motorcycle Permits.....	1,000
Automobile Dealer's Permits.....	200
Motorcycle Dealer's Permits.....	200
Operators.....	542,960
Instruction Permits.....	86,785
Motorcycle Operators.....	838
Chauffeurs.....	211,606
In Transits.....	10,251
Transfers.....	9,000
Public Vehicles.....	699
Public Commercial Vehicles.....	9,251

## PASSENGER CARS REGISTERED

Counties		Cities	
Algoma.....	2,692	Sault Ste. Marie.....	2,690
Brant.....	3,298	Brantford.....	4,431
Bruce.....	7,586	.....	7,586
Carleton.....	5,320	Ottawa.....	17,829
Dufferin.....	2,770	.....	2,770
Dundas.....	2,616	.....	2,616
Durham.....	4,552	.....	4,552
Elgin.....	5,189	St. Thomas.....	2,589
Essex.....	9,309	Windsor.....	14,295
Frontenac.....	2,844	Kingston.....	3,674
Glengarry.....	2,107	.....	2,107
Grenville.....	2,616	.....	2,616
Grey.....	6,611	Owen Sound.....	1,000
Halimand.....	4,611	.....	4,611
Haliburton.....	300	.....	300
Halton.....	5,951	.....	5,951
Hastings.....	6,984	Belleville.....	2,344
Huron.....	7,742	.....	7,742
Kenora.....	1,699	.....	1,699
Kent.....	9,557	Chatham.....	3,134
Lambton.....	6,702	Sarnia.....	3,250
Lanark.....	4,981	.....	4,981
Leeds.....	5,145	.....	5,145
Lennox and Addington.....	3,055	.....	3,055
Lincoln.....	4,697	St. Catharines.....	4,512
Middlesex.....	8,625	London.....	12,485
Muskoka.....	2,737	.....	2,737
Nipissing.....	2,983	North Bay.....	1,876
Norfolk.....	6,137	.....	6,137
Northumberland.....	1,538	.....	1,538
Ontario.....	5,784	Oshawa.....	4,311



**PASSENGER CARS REGISTERED—Continued**

Oxford.....	7,820	Woodstock.....	1,837	9,657
Parry Sound.....	2,663	.....	.....	2,663
Peel.....	5,457	.....	.....	5,457
Perth.....	6,157	Stratford.....	2,556	8,713
Peterborough.....	3,316	Peterborough.....	3,392	6,708
Prescott.....	1,857	.....	.....	1,857
Prince Edward.....	2,897	.....	.....	2,897
Rainy River.....	1,458	.....	.....	1,458
Renfrew.....	5,805	.....	.....	5,805
Russell.....	1,811	.....	.....	1,811
Simcoe.....	11,976	.....	.....	11,976
Stormont.....	4,388	.....	.....	4,388
Sudbury.....	2,047	Sudbury.....	3,185	5,232
Thunder Bay.....	1,457	Fort William.....	2,783	.....
Timiskaming.....	9,631	Port Arthur.....	2,529	6,769
Victoria.....	4,655	.....	.....	9,631
Waterloo.....	7,378	.....	.....	4,655
Welland.....	7,286	Galt.....	2,065	.....
Wellington.....	6,472	Kitchener.....	4,321	13,764
Wentworth.....	5,397	Niagara Falls.....	3,872	.....
York.....	18,690	Welland.....	1,961	13,119
Miscellaneous.....	259	Guelph.....	2,944	9,416
		Hamilton.....	21,208	26,605
		Toronto.....	114,147	132,837
		.....	.....	259
	268,090		246,121	514,211

**1936****PASSENGER CARS  
Cylinders and Horse Power**

Four Cylinders.....	187,293	
Six Cylinders under 28 Horse Power.....	249,485	
Six Cylinders over 28 Horse Power.....	13,641	
Eight Cylinders under 35 Horse Power.....	57,869	
Eight Cylinders over 35 Horse Power.....	4,847	
Twelve Cylinders.....	283	
Sixteen Cylinders.....	34	
Electric.....	3	
Steam.....	2	
Free.....	754	
		514,211

**Registrations**

Originals.....	48,076	
Renewals.....	466,135	
		514,211

**COMMERCIAL CARS REGISTERED**

Counties		Cities		
Algoma.....	469	Sault Ste. Marie.....	432	901
Brant.....	448	Brantford.....	761	1,209
Bruce.....	613	.....	.....	613
Carleton.....	763	Ottawa.....	2,393	3,156
Dufferin.....	235	.....	.....	235
Dundas.....	238	.....	.....	238
Durham.....	420	.....	.....	420
Elgin.....	583	St. Thomas.....	288	871
Essex.....	1,473	Windsor.....	1,939	3,412
Frontenac.....	429	Kingston.....	588	1,017
Glengarry.....	227	.....	.....	227
Grenville.....	301	.....	.....	301
Grey.....	497	Owen Sound.....	253	750
Haldimand.....	501	.....	.....	501
Haliburton.....	81	.....	.....	81
Halton.....	780	.....	.....	780
Hastings.....	921	Belleville.....	374	1,295
Huron.....	682	.....	.....	682
Kenora.....	588	.....	.....	588
Kent.....	1,018	Chatham.....	615	1,633

# MOTOR VEHICLES BRANCH, 1936

11

## COMMERCIAL CARS REGISTERED—Continued

Lambton.....	599	Sarnia.....	353	1,053
Lanark.....	450	.....	.....	400
Leeds.....	700	.....	.....	700
Lennox and Addington.....	384	.....	.....	384
Lincoln.....	1,111	St. Catharines.....	902	1,012
Middlesex.....	949	London.....	1,033	2,502
Muskoka.....	487	.....	.....	187
Nipissing.....	405	North Bay.....	110	710
Norfolk.....	818	.....	.....	418
Northumberland.....	018	.....	.....	418
Ontario.....	001	Ottawa.....	421	2,123
Oxford.....	006	Woodstock.....	170	2,210
Parry Sound.....	501	.....	.....	201
Peel.....	965	.....	.....	965
Perth.....	300	.....	.....	300
Peterborough.....	343	.....	.....	343
Prescott.....	22	Peterborough.....	381	300
Prince Edward.....	380	.....	.....	300
Rainy River.....	357	.....	.....	300
Renfrew.....	557	.....	.....	300
Russell.....	213	.....	.....	300
Simcoe.....	1,484	.....	.....	1,011
Stormont.....	496	.....	.....	140
Sudbury.....	499	Sudbury.....	.....	140
Thunder Bay.....	327	Fort William.....	.....	140
Timiskaming.....	1,106	Fort Arthur.....	.....	1,031
Victoria.....	402	.....	.....	095
Waterloo.....	241	.....	.....	100
Welland.....	1,108	.....	.....	1,000
Wellington.....	500	.....	.....	1,000
Wentworth.....	1,132	.....	.....	1,000
York.....	3,011	.....	.....	1,000
Miscellaneous.....	184	.....	.....	24
	34,838			

## COMMERCIAL CARS REGISTERED

### Tires

Pneumatic.....	.....	.....
Solid.....	.....	.....
Municipal.....	.....	.....
Ontario Government.... }	.....	.....
Dominion Government.... }	.....	.....

### Gross Weight — Pneumatic Tires

Less than two tons.....	.....	.....
Of two tons and up to three tons.....	.....	.....
More than three tons and up to four tons.....	.....	.....
More than four tons and up to five tons.....	.....	.....
More than five tons and up to six tons.....	.....	.....
More than six tons and up to seven tons.....	.....	.....
More than seven tons and up to eight tons.....	.....	.....
More than eight tons and up to nine tons.....	.....	.....
More than nine tons and up to ten tons.....	.....	.....
More than ten tons and up to eleven tons.....	.....	.....
More than eleven tons and up to twelve tons.....	.....	.....
More than twelve tons and up to thirteen tons.....	.....	.....
More than thirteen tons and up to fourteen tons.....	.....	.....
More than fourteen tons and up to fifteen tons.....	.....	.....

Gross Weight — Solid Tires

Less than two tons.....	5	
Of two tons and up to three tons.....	15	
More than three tons and up to four tons.....	9	
More than four tons and up to five tons.....	16	
More than five tons and up to six tons.....	15	
More than six tons and up to seven tons.....	16	
More than seven tons and up to eight tons.....	64	
More than eight tons and up to nine tons.....	22	
More than nine tons and up to ten tons.....	26	
More than ten tons and up to eleven tons.....	1	
More than eleven tons and up to twelve tons.....	6	
More than twelve tons and up to thirteen tons.....		
More than thirteen tons and up to fourteen tons.....		
More than fourteen tons and up to fifteen tons.....	3	
		198
Municipal.....	2,178	
Ontario Government.... }		
Dominion Government... }	907	
		3,085
		70,693

Registrations

Originals.....	8,263	
Renewals.....	62,430	
		70,693

TRAILERS REGISTERED

Counties		Cities	
Algoma.....	87	Sau t Ste. Marie.....	147
Brant.....	399	Brantford.....	228
Bruce.....	495		495
Carleton.....	349	Ottawa.....	532
Dufferin.....	153		153
Dundas.....	147		147
Durham.....	257		257
Elgin.....	592	St. Thomas.....	130
Essex.....	723	Windsor.....	515
Frontenac.....	129	Kingston.....	167
Glengarry.....	74		74
Grenville.....	96		96
Grey.....	346	Owen Sound.....	105
Haldimand.....	388		388
Haliburton.....	39		39
Halton.....	276		276
Hastings.....	674	Belleville.....	160
Huron.....	342		342
Kenora.....	45		45
Kent.....	829	Chatham.....	197
Lambton.....	682	Sarnia.....	131
Lanark.....	254		254
Leeds.....	216		216
Lennox and Addington.....	193		193
Lincoln.....	286	St. Catharines.....	199
Middlesex.....	874	London.....	565
Muskoka.....	117		117
Nipissing.....	62	North Bay.....	77
Norfolk.....	619		619
Northumberland.....	306		306
Ontario.....	289	Oshawa.....	246
Oxford.....	642	Woodstock.....	68
Parry Sound.....	83		83
Peel.....	395		395
Perth.....	591	Stratford.....	141
Peterborough.....	183	Peterborough.....	179
Prescott.....	92		92
Prince Edward.....	237		237
Rainy River.....	184		184
Renfrew.....	293		293

TRAILERS REGISTERED—*Continued*

Russell.....	71	.....	71
Simcoe.....	608	.....	608
Stormont.....	159	.....	159
Sudbury.....	66	Sudbury.....	72
Thunder Bay.....	43	Fort William.....	135
		Port Arthur.....	65
Timiskaming.....	292	.....	243
Victoria.....	231	.....	202
Waterloo.....	515	.....	254
		Galt.....	97
Welland.....	412	Kitchener.....	215
		Niagara Falls.....	167
Wellington.....	417	Welland.....	93
Wentworth.....	492	.....	6
York.....	1,076	.....	536
Miscellaneous.....	156	Hamilton.....	1,037
		Toronto.....	4,550
		.....	5,626
		.....	1
	17,579		10,351
			27,930

## Trailer Gross Weight

One tons or less.....	24,270
More than one ton and up to two tons.....	80
More than two tons and up to three tons.....	296
More than three tons and up to four tons.....	2
More than four tons and up to five tons.....	3
More than five tons and up to six tons.....	1
More than six tons and up to seven tons.....	31
More than seven tons and up to eight tons.....	70
More than eight tons and up to nine tons.....	17
More than nine tons and up to ten tons.....	
More than ten tons and up to eleven tons.....	1
More than eleven tons and up to twelve tons.....	
More than twelve tons and up to thirteen tons.....	
More than thirteen tons and up to fourteen tons.....	12
More than fourteen tons and up to fifteen.....	12
Municipal.....	
Free.....	

## AUTOMOBILE DEALERS REGISTERED

Counties		Cities	
Algoma.....	1	Sault Ste. Marie.....	11
Brant.....	7	Brantford.....	10
Bruce.....	7	.....	5
Carleton.....	10	Ottawa.....	10
Dufferin.....	6	.....	8
Dundas.....	10	.....	12
Durham.....	8	St. Thomas.....	57
Elgin.....	4	Windsor.....	20
Essex.....	12	Kingston.....	5
Frontenac.....	2	.....	6
Glengarry.....	3	Owen Sound.....	4
Grenville.....	6	.....	1
Grey.....	8	.....	1
Haldimand.....	11	.....	9
Haliburton.....	1	Belleville.....	10
Halton.....	8	.....	12
Hastings.....	17	Chatham.....	8
Huron.....	10	Summit.....	18
Kenora.....	10	.....	20
Kent.....	11	St. Catharines.....	22
Lambton.....	5	London.....	
Lanark.....	13	.....	
Leeds.....	12	.....	
Lennox and Addington.....	3	.....	
Lincoln.....	2	.....	
Middlesex.....	2	.....	



AUTOMOBILE DEALERS REGISTERED—Continued

Muskoka.....	7	.....	7
Nipissing.....	4	North Bay.....	5
Norfolk.....	8	.....	8
Northumberland.....	9	.....	9
Ontario.....	8	Oshawa.....	49
Oxford.....	19	Woodstock.....	8
Parry Sound.....	8	.....	8
Peel.....	8	.....	8
Perth.....	12	Stratford.....	11
Peterborough.....	.....	Peterborough.....	12
Prescott.....	14	.....	14
Prince Edward.....	9	.....	9
Rainy River.....	5	.....	5
Renfrew.....	22	.....	22
Russell.....	3	.....	3
Simcoe.....	26	.....	26
Stormont.....	17	.....	17
Sudbury.....	2	Sudbury.....	12
Thunder Bay.....	4	Fort William.....	12
.....	.....	Port Arthur.....	7
Timiskaming.....	38	.....	23
Victoria.....	12	.....	38
Waterloo.....	6	.....	12
Welland.....	9	Galt.....	6
Wellington.....	11	Kitchener.....	15
Wentworth.....	6	Niagara Falls.....	6
York.....	34	Welland.....	6
Miscellaneous.....	.....	Guelph.....	17
.....	.....	Hamilton.....	70
.....	.....	Toronto.....	287
.....	.....	.....	321
.....	493	.....	.....
.....	.....	.....	776
.....	.....	.....	1,269

MOTOR CYCLES REGISTERED

Counties	Cities		
Algoma.....	14	Sault Ste. Marie.....	27
Brant.....	27	Brantford.....	30
Bruce.....	23	.....	23
Carleton.....	37	Ottawa.....	208
Dufferin.....	6	.....	6
Dundas.....	22	.....	22
Durham.....	25	.....	25
Elgin.....	49	St. Thomas.....	31
Essex.....	51	Windsor.....	81
Frontenac.....	10	Kingston.....	60
Glengarry.....	12	.....	12
Grenville.....	16	.....	16
Grey.....	29	Owen Sound.....	10
Haldimand.....	30	.....	39
Haliburton.....	.....	.....	30
Halton.....	48	.....	48
Hastings.....	42	Belleville.....	20
Huron.....	56	.....	62
Kenora.....	16	.....	56
Kent.....	28	.....	16
Lambton.....	27	Chatham.....	17
Lanark.....	31	Sarnia.....	12
Leeds.....	36	.....	39
Lennox and Addington.....	16	.....	31
Lincoln.....	62	.....	36
Middlesex.....	50	.....	16
Muskoka.....	32	St. Catharines.....	26
Nipissing.....	26	London.....	140
Norfolk.....	49	.....	190
Northumberland.....	41	.....	32
Ontario.....	42	North Bay.....	14
Oxford.....	50	.....	40
Parry Sound.....	15	Oshawa.....	46
Peel.....	46	Woodstock.....	20
.....	.....	.....	70
.....	.....	.....	15
.....	.....	.....	46

# MOTOR VEHICLES BRANCH, 1936

81

## MOTOR CYCLES REGISTERED *Continued*

Perth.....	25	Stratford.....	31	56
Peterborough.....	7	Peterborough.....	38	46
Prescott.....	24			24
Prince Edward.....	21			21
Rainy River.....	4			4
Renfrew.....	46			46
Russell.....	9			9
Simcoe.....	82			82
Stormont.....	78			78
Sudbury.....	8	Sudbury.....	31	39
Thunder Bay.....	10	Fort William.....	29	7
		Port Arthur.....	19	12
Timiskaming.....	123			
Victoria.....	15	Galt.....	1	79
Waterloo.....	75	Kitchener.....	79	21
		Niagara Falls.....	21	22
Welland.....	70	Welland.....	22	45
		Wellington.....	45	51
Wellington.....	45	Wentworth.....	51	290
Wentworth.....	51	York.....	290	
York.....	290	Miscellaneous.....		
Miscellaneous.....				
	1,957		2	00

## MOTOR VEHICLES BRANCH Highways Department Revenue for Fiscal Year 1936-1937

	Gross	Deduction	
Passenger Car Permits.....	\$ 6,258,979.00	\$ 104,000.00	
Commercial Permits.....	2,076,012.00	11,000.00	
Dealers' Permits.....	34,252.00	25.00	
Motorcycle Dealers' Permits.....	96.00		
Trailer Permits.....	277,449.50	5,000.00	
Two Purpose Permits.....	17,639.00	327.56	
Chauffeurs.....	259,152.00	20,277.10	
Operators and Instruction.....	664,852.50	62,038.80	
Motorcycle Permits.....	13,681.00		
Transfers.....	239,795.00	1,000.00	
Duplicate Cards.....	8,254.00	2.50	
In Transits.....	11,465.00	1,411.00	
Certificates and Searches.....	170.00		
Fines.....	99,057.00	309.00	
Lists.....	362.63		362
Public Vehicles.....	102,000.00		102,000
Public Commercial Vehicles.....	168,095.88	6,422.00	191,665
Postage.....	84.00		
Testing Headlights.....	80.00		
Testing Safety Glass.....	300.00		
Examination Fees.....	17,175.00	1,000.00	17,175
Miscellaneous.....	107.00		107
	\$ 11,144,955.38	\$ 228,408.82	\$ 10,916,546.56
Balances due from Agents.....	\$ 86.60		
Less amount overcharged on:—			
Commercials.....	\$ 21.00		
Transfers.....	1.00		
Trailers.....	11.00		
Passengers Cars.....	27.00		
	63.00		
1935-36 Overdrawn Credits.....	125.80		
Adjustments on Previous Balances.....	6.00	281.40	
	\$ 11,144,955.38	\$ 228,690.22	\$ 10,916,265.16
Bank Interest.....	7.32		
1935-36 Balances Paid.....	218.40		
1935-36 Underdrawn Paid....	20		
			225.92
			\$ 10,916,491.08

MOTOR VEHICLES BRANCH  
Highways Department  
Revenue for Fiscal Year 1936-1937

Passenger Car Permits.....	\$ 6,258,979.00		
Commercial Permits.....	2,970,912.50		
Dealers' Permits.....	34,252.00		
Motorcycle Dealer Permits.....	96.00		
Trailer Permits.....	277,449.50		
Two Purpose Permits.....	17,639.00		
Chauffeurs.....	259,152.00		
Operators and Instructions.....	664,852.50		
Motorcycle Permits.....	13,681.00		
Transfers.....	239,795.00		
Duplicate Cards.....	8,254.00		
In Transits.....	11,465.00		
Certificates and Searches.....	476.95		
Fines.....	99,057.00		
Lists.....	362.63		
Public Vehicles.....	102,688.99		
Public Commercial Vehicles.....	168,095.88		
Postage.....	83.93		
Testing Headlights.....	80.00		
Testing Safety Glass.....	300.00		
Examination Fees.....	17,175.00		
Miscellaneous.....	107.50		
		\$ 11,144,955.38	
Less:—			
Commissions deducted by Agents.....	\$ 219,165.75		
Refunds deducted by Provincial Treasurer.	3,034.07		
Balances due from Agents.....	86.60		
Amounts overcharged on:—			
Passenger Cars.....	\$ 27.00		
Commercials.....	24.00		
Transfers.....	1.00		
Trailers.....	11.00		
		63.00	
Journal entry re-Fine.....		10.00	
Journal entries re Ont. Munic. Board fees.		6,177.00	
1935-36 Overdrawn Credits.....		125.80	
Cheques charged back as N.S.F.:—			
People's Fuel (Pass. Car)...	\$ 7.00		
G. Wilfred Carrow (P.C.V.).	15.00		
		22.00	
Adjustments on previous balances.....		6.00	
			228,690.22
Bank Interest.....	\$ 7.32		
1935-36 Balances paid.....	218.40		
1935-36 Underdrawn paid....	.20		
			225.92
			\$ 10,916,491.08

# MOTOR VEHICLES BRANCH, 1936

83

## MOTOR VEHICLES BRANCH

### Highways Department

#### Itemized Statement of Receipts for Fiscal Year 1936-1937

##### PASSENGER CARS:—

192,304 at \$ 7.00 4 cyl.....	\$ 1,346.12
3,321 at 3.50 (half fee).....	11.62
280,427 at 12.00 6 cyl.....	3,365.12
4,488 at 6.00 (half fee).....	26,928.00
21,574 at 15.00 6 cyl.....	323,610.00
359 at 7.50 (half fee).....	2,692.50
69,448 at 15.00 8 cyl.....	1,041,720.00
1,201 at 7.50 (half fee).....	9,007.50
5,448 at 20.00 8 cyl.....	108,960.00
132 at 10.00 (half fee).....	1,320.00
440 at 30.00 12 cyl.....	13,200.00
22 at 15.00 (half fee).....	330.00
30 at 40.00 16 cyl.....	1,200.00
1 at 20.00 Electric.....	20.00
2 at 20.00 Steam.....	40.00
3,438 at 2.00 New Sets.....	6,876.00
57 No Fee New Sets.....	
701 Free.....	
(583,393) Balance of Fees.....	199.50

##### COMMERCIALS:—

##### Pneumatic Tires

29,953 at \$ 10.00.....	\$ 299,530.00
1,186 at 5.00 (half fee).....	5,930.00
15,427 at 24.00.....	370,248.00
783 at 12.00 (half fee).....	9,396.00
2 at 6.00 (quarter fee).....	12.00
8,270 at 48.00.....	396,960.00
338 at 24.00 (half fee).....	8,112.00
5,587 at 65.00.....	363,405.00
203 at 32.50 (half fee).....	6,597.50
3,236 at 84.00.....	271,704.00
126 at 42.00 (half fee).....	5,292.00
2 at 21.00 (quarter fee).....	42.00
2,863 at 98.00.....	280,574.00
126 at 49.00 (half fee).....	6,174.00
3,022 at 112.00.....	338,464.00
173 at 56.00 (half fee).....	9,688.00
2 at 28.00 (quarter fee).....	56.00
1,048 at 144.00.....	150,912.00
61 at 72.00 (half fee).....	4,392.00
1,319 at 170.00.....	224,230.00
45 at 85.00 (half fee).....	3,825.00
9 at 198.00.....	1,782.00
23 at 228.00.....	5,244.00
3 at 114.00 (half fee).....	342.00
6 at 260.00.....	1,560.00
9 at 294.00.....	2,646.00
23 at 330.00.....	7,590.00
1 at 100.00 Special.....	100.00

##### Solid Tires

4 at \$ 16.00.....	\$ 64.00
13 at 33.00.....	429.00
2 at 16.50 (half fee).....	33.00
7 at 60.00.....	420.00
11 at 80.00.....	880.00
7 at 102.00.....	714.00
15 at 119.00.....	1,785.00
52 at 136.00.....	7,072.00
2 at 68.00 (half fee).....	136.00
22 at 171.00.....	3,762.00
1 at 85.50 (half fee).....	85.50
55 at 200.00.....	11,000.00
3 at 100.00 (half fee).....	300.00
1 at 231.00.....	231.00



7 at	264.00	1,848.00
1 at	132.00 (half fee)	132.00
2 at	299.00	598.00
9 at	375.00	3,375.00
1 at	187.50 (half fee)	187.50
2,307 at	2.00 Munic.	4,614.00
1,374 at	2.00 New Sets.	2,748.00
9	No Fee New Sets.	
867	Free.	
Incr. Capacity		75,708.50
Bal. of Fees (1934)		102.00
Bal. of Fees (1935)		421.00
Bal. of Fees (1936)		608.00

BUSES:—

Pneumatic Tires

1 at \$	10.00	\$	10.00
24 at	24.00		576.00
1 at	12.00 (half fee)		12.00
27 at	36.00		972.00
1 at	18.00 (half fee)		18.00
86 at	55.00		4,730.00
5 at	27.50 (half fee)		137.50
128 at	72.00		9,216.00
169 at	84.00		14,196.00
12 at	42.00 (half fee)		504.00
105 at	96.00		10,080.00
1 at	48.00 (half fee)		48.00
35 at	117.00		4,095.00
75 at	130.00		9,750.00
74 at	165.00		12,210.00
54 at	180.00		9,720.00

Solid Tires

2 at \$	105.00	\$	210.00
8 at	160.00		1,280.00
4 at	144.00		756.00
2 at	216.00		432.00
1 at	108.00 (half fee)		108.00
8 at	2.00 New Sets.		16.00
1 at	Free.		
1 at	Free.		

(79,442)

Incr. Capacity	85.00	
		\$ 2,970,912.50

“M” DEALERS:—

1,365 at \$	25.00	\$	34,125.00
6 at	12.50 (half fee)		75.00
16 at	2.00 New Sets.		52.00

\$ 34,252.00

(1,397)

“M.C” DEALERS:—

15 at	6.00	\$	90.00
(17) 2 at	3.00 (half fee)		6.00

\$ 96.00

TRAILERS:—

27,507 at \$	3.00	\$	82,521.00
2,322 at	1.50 (half fee)		3,483.00
897 at	10.00		8,970.00
74 at	5.00 (half fee)		370.00
270 at	21.00		5,670.00
31 at	10.50 (half fee)		325.50
177 at	32.00		5,664.00
18 at	16.00 (half fee)		288.00
277 at	50.00		13,850.00
12 at	25.00 (half fee)		300.00

# MOTOR VEHICLES BRANCH, 1936

85

362 at	66.00	23,802.00
15 at	33.00 (half fee)	495.00
453 at	77.00	34,881.00
22 at	38.50 (half fee)	847.00
846 at	88.00	74,448.00
21 at	44.00 (half fee)	924.00
22 at	108.00	2,376.00
96 at	120.00	11,520.00
9 at	60.00 (half fee)	540.00
1 at	30.00 (quarter fee)	30.00
14 at	210.00	2,940.00
1 at	100.00 Special	100.00
295 at	2.00 Munic.	590.00
151 at	1.00 New Sets	151.00
83 at	Free.	
(33,976)		
	Increased Capacity	2,216.00
	Bal. of Fees (1935)	29.00
	Bal. of Fees (1936)	29.00

## TWO PURPOSE:—

1,221 at \$	7.00 4 cyl.	\$ 8,547.00
45 at	3.50 (half fee)	157.50
635 at	12.00 6 cyl.	7,620.00
9 at	6.00 (half fee)	54.00
19 at	15.00 6 cyl.	285.00
46 at	15.00 8 cyl.	690.00
1 at	7.50 (half fee)	7.50
1 at	20.00 8 cyl.	20.00
124 at	2.00 New Sets	248.00
9 at	Free New Sets	
(2,110)		
	Bal. of Fees	110.00

## CHAUFFEURS:—

20,056 at \$	2.00 Originals	\$ 40,112.00
3,957 at	1.00 Orig. (half fee)	3,957.00
212,824 at	1.00 Renewals	212,824.00
24 at	Free Renewals	
(236,861)		
	Prev. year fees (1936)	1,100.00
	Prev. year fees (1935)	1,490.00
	Prev. year fees (1934)	610.00

## OPERATORS:—

612,884 at \$	1.00 Operators	\$ 612,884.00
94,403 at	.50 Instruct.	47,201.50
845 at	1.00 M. C. Oper.	845.00
3 at	Free Oper.	
2 at	Free M. C. Oper.	
(708,137)		
	Prev. year Oper. Fees (1936)	1,487.00
	Prev. year Oper. Fees (1935)	2,404.00
	Prev. year Oper. Fees (1934)	24.00
	Prev. year M. C. Oper. Fees (1936)	2.00
	Prev. year M. C. Oper. Fees (1935)	5.00
		\$ 664,852.50

## MOTOR CYCLES:—

4,410 at \$	3.00	\$ 13,230.00
148 at	1.50 (half fee)	222.00
7 at	1.00 New Sets	7.00
111 at	2.00 Munic.	222.00
223 at	Free.	
(4,899)		
		\$ 13,681.00

## TRANSFERS:—

100,242 at \$	2.00 Passenger.....	\$	200,484.00	
6,704 at	2.00 Commercial.....		13,408.00	
771 at	1.00 M. Cycles.....		771.00	
157 at	2.00 Two Purp.....		314.00	
186 at	2.00 Trailers.....		372.00	
20 at	2.00 "M" Dealers.....		40.00	
(108,080)				
22,789 at	1.00 Dlr's' Pass.....		22,789.00	
1,617 at	1.00 Dlr's' Comm.....		1,617.00	
(24,406)				\$ 239,795.00

## DUPLICATE CARDS:—

3,540 at \$	0.50 Pas.....	\$	1,770.00	
669 at	.50 Comm.....		334.50	
56 at	.50 M. Cycles.....		28.00	
10 at	.50 Two Purp.....		5.00	
99 at	.50 Trailers.....		49.50	
872 at	.50 Pass. Trans.....		436.00	
86 at	.50 Comm. Trans.....		43.00	
16 at	.50 M. C. Trans.....		8.00	
5 at	.50 Two Purp.....		2.50	
1 at	.50 Trailer Trans.....		.50	
33 at	.50 Dlr's' Pass.....		16.50	
3 at	.50 Dlr's' Comm.....		1.50	
456 at	.50 Chauff. Orig.....		228.00	
3,694 at	.50 Chauff. Renls.....		1,847.00	
6,831 at	.50 Oper.....		3,415.50	
9 at	.50 M. C. Oper.....		4.50	
3 at	.50 Instructions.....		1.50	
(16,383)				
113 at	.50 (1935).....		56.50	
12 at	.50 (1934).....		6.00	
				\$ 8,254.00

## IN TRANSITS:—

22,930 at \$	0.50.....	\$	11,465.00	
				\$ 11,465.00

## SEARCHES AND CERTIFICATES:—

846 at \$	0.25.....	\$	211.50	
147 at	.50.....		73.50	
1 at	.60.....		.60	
64 at	.75.....		48.00	
44 at	1.00.....		44.00	
9 at	1.25.....		11.25	
4 at	1.50.....		6.00	
10 at	1.75.....		17.50	
1 at	1.80.....		1.80	
10 at	2.00.....		20.00	
1 at	2.20.....		2.20	
2 at	2.25.....		4.50	
2 at	2.50.....		5.00	
1 at	2.60.....		2.60	
1 at	2.75.....		2.75	
3 at	3.00.....		9.00	
1 at	3.50.....		3.50	
1 at	3.75.....		3.75	
1 at	4.50.....		4.50	
1 at	5.00.....		5.00	
(1,150)				\$ 476.95

MISCELLANEOUS.....	\$	107.50
FINES.....		99,057.00
LISTS.....		362.63
PUBLIC VEHICLES.....		102,688.99
PUBLIC COMMERCIAL VEHICLES.....		168,095.88
POSTAGE.....		83.93
TESTING HEADLIGHTS.....		80.00
TESTING SAFETY GLASS.....		300.00

EXAMINATION FEES..... \$ 17,175.00

## COMMISSIONS PAID TO AGENTS:—

Passenger Cars.....	\$ 102,879.30
Commercials.....	13,585.40
Two Purpose.....	312.55
Motor Cycles.....	439.05
Trailers.....	5,873.15
Transfers.....	12,541.20
In Transits.....	946.70
Operators and Instructions.....	62,020.40
Chauffeurs.....	20,275.10

\$ 219,465.75

## REFUNDS:—

Passenger Cars.....	\$ 1,205.25
Commercials.....	865.10
Trailers.....	7.00
Two Purpose.....	15.00
"M" Dealers.....	2.181
Chauffeurs.....	1.00
Operators and Instructions.....	13.50
Motor Cycles.....	12.00
Transfers.....	1.00
Fines.....	293.00
Public Commercial Vehicles.....	230.00
Examination Fees.....	14.00
Duplicate Cards.....	2.00
In Transits.....	295.00

\$ 3,034.00

## LESS AMOUNT OVERCHARGED ON:

Trailers.....	11.00
Dlr's. Comm. Transfer.....	1.00
Passenger Cars.....	27.00
Commercials.....	24.00

\$ 64.00

1935-1936 Overdrawn Credits.....

\$ 137.00

1936-1937 Balances due from Agents.....

\$ 30.00

Journal entry re Ont. Munic. Board Fees.....

\$ 9,177.00

Journal entre re Fine.....

\$ 0.00

## CHEQUES CHARGED BACK AS N. S. F.:—

People's Fuel (Pass. Car).....	\$ 7.00
G. Wilfred Carrow (P.C.V.).....	15.00

Adjustments on Prev. Balances.....

\$ 10,000.00

Deposited with Treasury as shown by Treasurer's Statement

\$ 11,144,955.38

Interest.....	\$ 7.32
1935-1936 Bals. Paid.....	218.40
1935-1936 Underdrawn Paid.....	.20

\$ 11,144,955.38



### REPORT OF THE FINANCIAL RESPONSIBILITY DIVISION FOR THE YEAR 1936

The drivers' records compiled in this division at the end of the year 1936 covered the operating histories of more than 200,000 Ontario drivers who, since September 1st, 1930, had been involved in a reportable accident, had been convicted of an offence against the Highway Traffic Act or of the provisions of the Criminal Code relating to the use of motor vehicles, who had failed to satisfy judgment for damages occasioned by a motor vehicle, been the subject of a complaint as to actions while driving, or had been suspended because of physical or mental unfitness or for any other reason.

During 1936, 4,932 suspension orders were issued. Of these 3,860 required the filing of proof of financial responsibility. Reckless driving continued to be the major cause for suspension of licenses, with failure to maintain proof of financial responsibility, as required, as the second most important cause in point of number of suspension.

The increased use of drivers' records as a means of removing dangerous individuals from our highways is indicated by the increased number of suspensions issued for "other offences" which classification includes Departmental suspensions based on these records rather than any individual offence.

The following tables show the number of Financial Responsibility suspensions made effective during the year 1936 and from September 1st, 1930, to December 31st, 1936, and the number of suspensions relieved during the same periods. The third table shows the number of non-financial responsibility suspensions enforced during these periods.

#### FINANCIAL RESPONSIBILITY SUSPENSIONS

Cause	1936	Sept. 1, 1930 to Dec. 31, 1936
Reckless driving.....	1,711	7,550
Speeding.....	84	269
Racing.....	2	11
No driver's license.....	212	4,344
Criminal negligence.....	26	191
Other offences.....	95	529
Unsatisfied judgments.....	82	405
Policy Cancellations.....	894	4,069
Fail to remain at accident.....	232	1,094
Driving while intoxicated.....	522	2,883
Totals.....	3,860	21,345

#### FINANCIAL RESPONSIBILITY SUSPENSIONS LIFTED

Cause	1936	Sept. 1, 1930 to Dec. 31, 1936
Reckless driving.....	988	4,628
Speeding.....	55	189
Racing.....	2	11
No driver's license.....	95	4,021
Criminal negligence.....	7	82
Other offences.....	27	137
Unsatisfied judgments.....	35	119
Policy Cancellations.....	447	2,492
Fail to remain at accident.....	116	677
Driving while intoxicated.....	165	1,072
Expiry (not classified).....	480	954
Totals.....	2,417	14,382

#### NON-FINANCIAL RESPONSIBILITY SUSPENSIONS

Cause	1936	Sept. 1, 1930 to Dec. 31, 1936
Reckless driving.....	768	4,105
Speeding.....	73	266
Racing.....		4
No driver's license.....	6	17
Criminal negligence.....		44
Other offences.....	203	592
Unsatisfied judgments.....	6	37
Fail to remain at accident.....	8	24
Driving while intoxicated.....	8	67
Totals.....	1,072	5,116

### ONTARIO MOTOR VEHICLE ACCIDENT STATISTICS — 1936

During 1936, reports of 11,388 motor vehicle accidents were received representing an increase of 6.9 per cent. from the corresponding total for 1935.

#### NATURE OF ACCIDENTS REPORTED:—

Of the 11,388 mishaps reported, 501 resulted in fatal injuries to one or more persons, 7,803 caused personal injury, and 3,084 resulted in property damage only.

As compared with the general advance in the number of accidents reported in 1935, 'personal injury' accidents showed an increase of 5.9 per cent., 'property damage only' mishaps advanced by 10.8. Fatal accidents (501) were unchanged from the year's total.

#### ACCIDENTS BY TYPE OF COLLISION:—

Of the various types of accidents reported, the most significant increases were the increase in 'collisions with bicycles', 9.6% increase; 'collisions between motor vehicles', 8.2 per cent. advance; and 'collision with fixed object' accidents increased in number by 7.1 per cent. 'Collisions with bicycles and collisions with fixed objects were the only classes of accidents to have shown an increase in each succeeding year since 1931.

#### FATAL ACCIDENTS BY TYPE OF COLLISION

Of the 501 fatal accidents reported during the year, 233 were of the 'collision between motor vehicles' type, 82 involved collisions between motor vehicles, 60 were non-collision accidents, and 167 involved collisions with fixed objects. While there was no change in the total number of fatal accidents reported from the corresponding total for 1935, fatal mishaps involving collisions between motor vehicles increased in number by 26.2 per cent.

#### URBAN AND RURAL ACCIDENTS:—

In the following sections 'urban' accidents will include mishaps which occur within the limits of incorporated cities, towns and villages of the Province, and accidents which will include those which happened on the King's Highways, county roads and township roads.

While it should be kept in mind that the reduction in the number and seriousness of accidents is a 'wholesale' problem since it involves fundamental causes which apply regardless of the type of accident, nevertheless a knowledge of the variations to be found in urban and rural experience is a proper approach and correction can best be brought about with these differences in mind.

During 1936, there were 7,048 urban accidents reported or 61.9 per cent. of the total. More than nine of every ten (92.5%) of the urban mishaps fell within the following classifications: 'collision with pedestrian' (2,887), 41.0 per cent.; 'collision with other motor vehicle' (2,295), 32.6 per cent.; 'collision with bicycle' (967), 13.7 per cent.; 'collision with fixed object' (366), 5.2 per cent.

Urban fatal mishaps (193) accounted for 38.5 per cent. of the total number of fatal accidents in 1936. Pedestrian accidents (131) made up the largest share (67.9%), followed by collisions with other motor vehicle and collision with bicycle types with 17.1% and 14.5% respectively.

As compared with the 6.9 per cent. advance in all Ontario accidents during 1935, urban accidents increased from the 1935 total 8.3 per cent. Urban accidents involving collisions with fixed objects advanced by 10.9 per cent.; the 'collision with bicycle' type advanced by 9.1 per cent. the corresponding total for 1935, while collisions with other motor vehicles advanced by 8.8 per cent. and 8.8 per cent.

While urban fatal accidents (193) were one less in number than in 1935, the 'collision with pedestrian' type — which made up more than two-thirds (67.9%) of the total — showed an increase of 12.9 per cent. Fatal accidents involving collisions between motor vehicles were two above the total for 1935 while the corresponding total for 1935 was 167, a decreased frequency from the same totals for the previous year.

Rural accidents reported (4,340) made up 38.1 per cent. of the total number of accidents. Of the 4,340 rural accidents, almost 90 per cent. were of four types: 'Collision with other motor vehicle' (2,157), 49.7 per cent.; non-collision accidents (616), 14.2 per cent.; 'collision with fixed object' (572), 13.2 per cent.; and collisions with pedestrians (504), 11.6 per cent.

Considerable variation from these percentages was found in the distribution of rural accidents which made up 61.5 per cent. of the provincial total. Of the 308 mishaps of the rural type reported, 102 (33.1%) were collisions with pedestrians; 65 (21.1%) resulted from collisions between motor vehicles; non-collision accidents (55) made up 17.9 per cent. of the total, and 33 accidents (11.0% of total) were of the 'collision with fixed object' type.

As compared with the 6.9 per cent. advance in all accidents reported during 1935, 8.3 per cent. in urban mishaps, accidents on rural roads showed a percentage gain of 14.3 per cent. Of the eleven types of rural accidents decreased in number from the 1935 totals, the 'collision with fixed object' class showed the greatest (14.3%) rate of increase, followed by collisions with other motor vehicles, 8.8 per cent. advance, and collisions with other motor vehicles and with fixed objects, 7.3 per cent. and 5.8 per cent., respectively.

The number of rural fatal accidents (308) was one above the total for the previous year. The most significant increases were found in the number of collisions with other motor vehicles (30% gain) and in non-collision accidents which showed a 12.2 per cent. advance.

#### ACCIDENTS DETAILED BY LOCATION:—

More than half (56.3%) of the accidents reported during 1936 occurred in the incorporated cities of the Province. King's Highway accidents made up the next largest share (24.2%) followed by those on county and township roads which comprised 9.4 and 4.5 per cent., respectively.

In contrast with the increase in all accidents amounting to 6.9 per cent., mishaps on city streets showed a gain of 8.8 per cent. from the 1935 total, while the percentage advances on the King's Highways and township roads were 6.8 per cent. and 5.7 per cent.

Considerable variation from the above percentages was observed in the distribution of fatal accidents. Accidents on the King's Highways — which accounted for 24.2 per cent. of the Ontario total — resulted in more than a third (33.7%) of the fatal mishaps, while city accidents, which made up 56.3 per cent. of all mishaps, accounted for only 27.9 per cent. of the fatal cases. The higher fatal rate of rural accidents is further indicated by the 'county' and 'township' road classifications which included 18.0 per cent. and 9.8 per cent. of the fatal accidents but only 9.4 and 4.5 per cent. of all accidents.

Fatal accidents on the township roads and in villages increased in number while those in the four remaining classifications decreased from the corresponding totals for 1935.

#### PERSONS FATALLY INJURED:—

During 1936 there were 546 persons fatally injured in Ontario as the result of motor vehicle accidents. Of this total, 235 (43.0%) resulted from the 'collision with pedestrian' type of accident; 95 deaths (17.4% of total) were due to the 'collision with other motor vehicle' class of accident; and 12.2 per cent. were the result of non-collision accidents. Fatalities resulting from collisions with fixed objects and collisions with railroad trains made up 7.9 per cent. and 7.3 per cent. of the total.

Children and elderly people were, proportionately, the greatest sufferers in pedestrian accidents. In the age group '0-4 years' 88.5 per cent. of the children fatally injured were pedestrians; in the age group '5-14 years' 77.6 per cent. were pedestrians; and in the age class '65 years and over' 67.5 per cent. were pedestrians.

On the other hand, only 19.2 per cent. of the fatalities in age group '15 to 35 years' resulted from the 'collision with pedestrian' type of accident. In the latter group, 22.1 per cent. received their injury in collisions between motor vehicles, 17.4 per cent. were the result of non-collision accidents, and 14.5 per cent. were the result of collisions with fixed objects.

#### SEX AND AGE OF DRIVERS IN ACCIDENTS:—

Of the 16,070 drivers in reported accidents during the year, 15,037 or 93.6 per cent. were male and 1,033 or 6.4 per cent. were female. Obviously, in the absence of several important factors, this ratio of 15 to 1 does not measure the relative driving dependability of the two sexes, since the mileage driven by women drivers generally is less than that of male operators. It is believed that the better experience suggested by the accident data is to an indeterminable extent the result of less exposure to the possibility of accident.

Of the drivers of stated age, involved in motor vehicle accidents during 1936, more than two-thirds (67.5%) were between 25 and 54 years of age, and 22.7 per cent. were between 18 and 24 years of age.

The percentages of drivers in the various age groups do not necessarily give indication of the driving ability of drivers in these groups since no data are available as to the differences in mileages driven at different ages, or the number of drivers registered in the various age groups.

The 1936 statistics showed, however, that 1.6 per cent. of the drivers in accidents were under 18 years of age, and 2.1 per cent. were 65 years of age or over. This would appear to disprove the commonly held belief that the very young drivers and the elderly drivers are responsible for or cause most of the motor vehicle accidents in Ontario.

#### ACCIDENTS BY HOUR AND DAY OF OCCURENCE:—

As might be expected, the number of accidents at different hours of the day shows a tendency to follow the fluctuations in the volume of vehicles, pedestrians and other traffic and the peaks correspond fairly closely to the hours when most people are going to and from work, school, meals or evening's recreation.

As was the case in previous years, the peak hour for motor vehicle accidents during 1936 was between 5.00 and 6.00 p.m., with 8.6 per cent. of the total recorded during that hour. Thirty-seven per cent. of all accidents reported took place in the four hours, 5.00 to 9.00 p.m.

More than half (52.6%) of the mishaps occurred during the eight-hour period 4.00 p.m. to 11.59 p.m.; a third of the total happened during the eight hours 8.00 a.m. to 3.59 p.m.; and 14.1 per cent. took place during the early morning hours, between mid-night and eight o'clock.

In contrast with the advance in all accidents amounting to 6.9 per cent., mishaps during the hours between mid-night and 8.30 a.m. showed a gain of 13.8 per cent. from the corresponding total for 1935; and those reported in the remaining two eight-hour periods, 8.00 a.m. to 3.59 p.m. and 4.00 p.m. to 11.59 p.m. increased by 7.1 and 4.8 per cent.



The peak hour for fatal accidents during the year was between 7.00 and 8.00 p.m. and more than half (55.6%) of the mishaps of this nature took place within the eight-hour period, 4.00 p.m. to 11.59 p.m. There was no change in this proportion from the corresponding percentage for 1935. Fatal accidents during the two remaining eight-hour periods—8.00 a.m. to 3.59 p.m. and 12.00 a.m. to 7.59 a.m.—accounted for 28.1 per cent. and 16.3 per cent. of the total.

As was the case in previous years, more accidents occurred on Saturdays than on any other day of the week. One-fifth (20.5%) of the accidents happened on Saturdays, 13 per cent. happened on Fridays and 13.3 per cent. on Sundays. The total for Thursday during 1936 was higher than the totals for Friday and Sunday. The large number of accidents occurring for the day before Christmas, which for several years has shown a greater number of accidents than any other single day, explains, in part, the large total shown for Thursday.

The greatest number of fatal accidents occurred on Saturdays—the total for this day was more than 72 per cent. above the average number reported for the remaining days.

#### GENERAL:—

Statistics covering various items of accident experience during 1936 and the previous years for which data are available, are presented in the following tables:—

#### NATURE OF ACCIDENTS REPORTED

Nature of Accident:—	1931	1932	1933	1934	1935	1936	Total
Fatal*.....	525	461	372	476	501	501	2,836
Personal injury*.....	6,191	6,182	5,965	6,763	7,365	7,803	40,279
Property damage only..	2,525	2,528	2,297	2,406	2,782	3,081	15,629
Total.....	9,241	9,171	8,634	9,645	10,648	11,385	56,583

\*Denotes accidents in which persons suffered fatal and non-fatal injuries, but does not include deaths of persons killed and injured. 'Property damage only' accidents are those in which the damage to vehicles or other property is in excess of \$50.00.

#### ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Type of Collision:—	1931	1932	1933	1934	1935	1936	Total
Collision with pedestrian.....	2,989	2,826	2,697	2,994	3,195	3,001	17,698
Collision with other automobile.....	3,829	3,555	3,243	3,767	4,115	4,400	23,914
Collision with horse drawn vehicle.....	238	247	193	201	213	20	1,012
Collision with R. R. train.....	152	118	91	101	118	134	614
Collision with street car.....	218	229	176	175	202	100	1,000
Collision with other vehicles.....	10	18	9	14	11	11	73
Collision with fixed object.....	455	596	653	706	876	934	4,220
Collision with bicycle..	448	596	660	823	1,028	1,112	5,667
Collision with motorcycle.....	187	190	177	159	173	174	1,000
Non-collision accident..	656	703	648	615	612	674	3,908
Miscellaneous.....	59	93	87	90	105	92	526
Total.....	9,241	9,171	8,634	9,645	10,648	11,385	56,583



FATAL ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Type of Collision:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Collision with pedestrian.....	252	226	170	211	224	233	1,316	46.4
Collision with other automobile.....	67	60	50	76	65	82	400	14.1
Collision with horse drawn vehicle.....	11	7	7	6	9	7	47	1.7
Collision with R. R. train.....	43	35	25	26	33	27	189	6.7
Collision with street car.....	11	11	5	8	10	9	54	1.9
Collision with other vehicles.....	....	1	1	2	1	....	5	.2
Collision with fixed object.....	35	34	22	47	63	41	242	8.5
Collision with bicycle..	18	28	25	31	35	30	167	5.9
Collision with motorcycle.....	10	9	5	7	7	6	44	1.5
Non-collision accident..	73	44	59	61	54	60	351	12.4
Miscellaneous.....	5	6	3	1	....	6	21	.7
Total.....	525	461	372	476	501	501	2,836	100.0

URBAN\* ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Type of Collision:—	1932	1933	1934	1935	1936	Total	Per Cent.
Collision with pedestrian.....	2,362	2,255	2,506	2,653	2,887	12,663	42.02
Collision with other automobile..	1,910	1,743	1,863	2,104	2,295	9,915	32.90
Collision with horse drawn vehicle.....	102	71	75	94	91	433	1.44
Collision with R. R. train.....	57	46	45	57	60	265	.88
Collision with street car.....	206	161	165	185	184	901	2.99
Collision with other vehicles....	1	2	1	2	3	9	.03
Collision with fixed object.....	220	232	261	330	366	1,409	4.67
Collision with bicycle.....	497	532	683	881	967	3,560	11.81
Collision with motorcycle.....	144	123	121	129	131	648	2.15
Non-collision accident.....	57	49	71	73	58	308	1.02
Miscellaneous.....	15	4	1	2	6	28	.09
Total.....	5,571	5,218	5,792	6,510	7,048	30,139	100.00

\*Urban accidents include those which occurred on city, town and village streets.

URBAN FATAL ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Type of Collision:—	1932	1933	1934	1935	1936	Total	Per Cent.
Collision with pedestrian.....	137	95	129	116	131	608	65.8
Collision with other automobile..	12	10	16	15	17	70	7.6
Collision with horse drawn vehicle.....	1	1	....	4	....	6	.7
Collision with R. R. train.....	10	11	7	12	8	48	5.2
Collision with street car.....	7	5	8	8	7	35	3.8
Collision with other vehicles....	....	....	....	....	....	....	....
Collision with fixed object.....	5	8	8	14	7	42	4.5
Collision with bicycle.....	10	11	15	17	15	68	7.4
Collision with motorcycle.....	5	1	4	3	3	16	1.7
Non-collision accident.....	3	7	7	5	5	27	2.9
Miscellaneous.....	3	1	....	....	....	4	.4
Total.....	193	150	194	194	193	924	100.0

## RURAL\* ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Type of Collision:—	1932	1933	1934	1935	1936	Total	Per Cent.
Collision with pedestrian.....	464	442	488	542	505	2,441	12.6
Collision with other automobile.....	1,645	1,500	1,904	2,011	2,157	9,217	47.6
Collision with horse drawn vehicle.....	145	122	126	100	100	593	3.0
Collision with R. R. train.....	61	45	56	31	31	224	1.1
Collision with street car.....	23	15	10	17	17	82	0.4
Collision with other vehicles....	17	7	13	9	9	65	0.3
Collision with fixed object.....	376	421	445	546	502	2,290	11.7
Collision with bicycle.....	99	128	140	141	107	615	3.1
Collision with motorcycle.....	46	54	38	12	12	162	0.8
Non-collision accident.....	646	599	544	500	400	2,689	13.7
Miscellaneous.....	78	83	89	100	100	450	2.3
Total.....	3,600	3,416	3,853	4,138	4,000	18,007	100.0

\*Accidents on the King's Highways, county roads and township roads.

## RURAL FATAL ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Type of Collision:—	1932	1933	1934	1935	1936	Total	Per Cent.
Collision with pedestrian.....	89	75	82	100	100	446	10.0
Collision with other automobile.....	48	40	50	60	60	258	5.8
Collision with horse drawn vehicle.....	6	6	8	10	10	40	0.9
Collision with R. R. train.....	25	14	19	21	1	80	1.8
Collision with street car.....	4	.....	.....	.....	.....	4	0.1
Collision with other vehicles....	1	1	2	1	.....	5	0.1
Collision with fixed object.....	29	14	39	40	40	162	3.6
Collision with bicycle.....	18	14	16	17	10	75	1.7
Collision with motorcycle.....	4	4	.....	1	.....	9	0.2
Non-collision accident.....	41	52	40	40	40	213	4.8
Miscellaneous.....	3	2	1	.....	.....	6	0.1
Total.....	268	222	281	300	300	1,071	100.0

## ALL ACCIDENTS DETAILED ACCORDING TO LOCATION

Location:—	1932	1933	1934	1935	1936	Total	Per Cent.
Cities.....	5,009	4,757	5,196	5,894	6,000	26,856	149.4
Towns.....	453	374	496	498	500	2,321	12.7
Villages.....	109	87	100	118	120	534	2.9
King's Highways.....	2,447	2,318	2,512	2,580	2,700	12,557	70.3
County roads.....	748	655	906	1,000	1,000	4,309	24.0
Township roads.....	405	443	435	400	518	2,201	12.3
Total.....	9,171	8,634	9,640	10,000	10,738	48,183	100.0

## FATAL ACCIDENTS DETAILED ACCORDING TO LOCATION

Location:—	1932	1933	1934	1935	1936	Total	Per Cent.
Cities.....	135	105	148	144	140	672	29.4
Towns.....	43	37	39	39	37	195	8.4
Villages.....	15	8	7	11	16	57	2.5
King's Highways.....	150	126	149	170	169	764	33.0
County Roads.....	86	61	91	99	90	427	18.7
Township roads.....	32	35	42	38	49	196	8.6
Total.....	461	372	476	501	501	2,311	100.0

## ROAD LOCATION AT WHICH ACCIDENTS OCCURRED

Road Location:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Street Intersection.....	3,085	3,017	2,856	3,133	3,638	3,593	19,322	32.90
Between street intersections....	2,442	2,237	2,173	2,475	2,712	3,132	15,171	25.84
Rural intersection.....	358	350	369	346	385	520	2,328	3.96
Straight road.....	2,103	2,139	1,903	2,211	2,318	2,531	13,205	22.48
Private driveway.....	239	256	301	316	348	356	1,816	3.09
Curve.....	465	527	511	588	659	599	3,349	5.70
Hill.....	277	439	373	413	383	411	2,296	3.91
R.R. crossing:—								
(a) Man on duty or gates....	11	7	5	9	12	6	50	.08
(b) Automatic signal.....	31	27	18	20	20	26	142	.24
(c) Unguarded.....	115	90	79	76	91	112	563	.96
Bridge.....	115	82	46	58	79	101	481	.82
On ferry or dock.....	.....	.....	.....	.....	3	1	4	.01
Total.....	9,241	9,171	8,634	9,645	10,648	11,388	58,727	100.00

## ROAD LOCATION AT WHICH FATAL ACCIDENTS OCCURRED

Road Location:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Street intersection.....	67	72	58	81	76	72	426	15.02
Between street intersections....	112	96	71	105	100	106	590	20.80
Rural intersection.....	29	23	17	19	19	24	131	4.62
Straight road.....	175	159	138	158	182	185	997	35.16
Private driveway.....	22	18	14	14	16	17	101	3.56
Curve.....	41	32	25	34	42	37	211	7.44
Hill.....	27	23	22	32	24	28	156	5.50
R.R. crossing:—								
(a) Man on duty or gates....	1	3	2	2	2	....	10	.35
(b) Automatic signal.....	7	11	5	1	7	5	36	1.27
(c) Unguarded.....	35	21	18	23	25	22	144	5.08
Bridge.....	9	3	2	7	7	4	32	1.13
On ferry or dock.....	.....	.....	.....	.....	1	1	2	.07
Total.....	525	461	372	476	501	501	2,836	100.00

## ALL ACCIDENTS CLASSIFIED ACCORDING TO LIGHT CONDITION PREVAILING

Light Condition:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Daylight.....	5,239	5,210	4,992	5,242	5,881	6,245	32,809	55.9
Dusk.....	799	569	489	452	454	535	3,298	5.6
Dark.....	3,181	3,378	3,143	3,941	4,309	4,598	22,550	38.5
Not stated.....	22	14	10	10	4	10	70	....
Total.....	9,241	9,171	8,634	9,645	10,648	11,388	58,727	100.0

## FATAL ACCIDENTS CLASSIFIED ACCORDING TO LIGHT CONDITION PREVAILING

Light Condition:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Daylight.....	282	235	193	247	236	229	1,422	50.1
Dusk.....	48	36	25	32	23	22	186	6.6
Dark.....	194	190	154	197	242	250	1,227	43.3
Not stated.....	1	.....	.....	.....	.....	.....	1	....
Total.....	525	461	372	476	501	501	2,836	100.0

# MOTOR VEHICLES BRANCH, 1936

43

## ALL ACCIDENTS CLASSIFIED BY HOUR OF OCCURRENCE

Hour of Occurrence:—	1931	1932	1933	1934	1935	1936	Total	Per Cent
12 to 1 A.M.	301	253	253	328	372	360	1,867	19.5
1 to 2 A.M.	178	201	141	222	272	220	1,334	14.1
2 to 3 A.M.	136	177	121	150	190	160	934	9.8
3 to 4 A.M.	83	74	104	92	132	120	605	6.4
4 to 5 A.M.	67	76	71	74	98	90	576	6.0
5 to 6 A.M.	54	62	61	61	80	70	488	5.1
6 to 7 A.M.	90	88	85	113	120	120	616	6.5
7 to 8 A.M.	129	124	126	175	170	180	804	8.5
8 to 9 A.M.	245	280	229	260	310	280	1,604	16.9
9 to 10 A.M.	234	262	253	218	290	270	1,527	16.1
10 to 11 A.M.	379	350	345	324	391	360	2,149	22.7
11 to 12 A.M.	431	401	441	444	500	460	2,677	28.2
12 to 1 P.M.	464	455	442	459	500	460	2,780	29.3
1 to 2 P.M.	393	396	391	414	471	430	2,585	27.3
2 to 3 P.M.	452	460	412	455	474	460	2,513	26.6
3 to 4 P.M.	492	504	530	517	580	540	2,763	29.2
4 to 5 P.M.	665	670	640	635	720	770	3,500	37.0
5 to 6 P.M.	882	871	797	909	960	960	4,579	48.5
6 to 7 P.M.	729	767	680	769	820	800	4,565	48.4
7 to 8 P.M.	672	712	648	670	711	700	4,013	42.4
8 to 9 P.M.	658	627	603	720	710	700	4,018	42.4
9 to 10 P.M.	542	493	448	500	560	500	3,043	32.2
10 to 11 P.M.	481	401	388	504	560	500	2,734	28.8
11 to 12 P.M.	413	437	382	411	460	450	2,553	27.0
Not stated	71	30	43	47	50	50	331	3.5
Total	9,241	9,171	8,634	9,844	10,818	11,280	59,088	100.0

## FATAL ACCIDENTS CLASSIFIED BY HOUR OF OCCURRENCE

Hour of Occurrence:—	1931	1932	1933	1934	1935	1936	Total	Per Cent
12 to 1 A.M.	13	12	19	18	25	21	108	1.1
1 to 2 A.M.	10	8	7	13	11	10	59	0.6
2 to 3 A.M.	11	10	7	7	11	10	56	0.6
3 to 4 A.M.	4	3	3	7	7	7	34	0.4
4 to 5 A.M.	5	7	1	5	6	6	35	0.4
5 to 6 A.M.	5	7	2	6	6	6	37	0.4
6 to 7 A.M.	8	7	5	10	10	10	50	0.5
7 to 8 A.M.	8	6	2	4	11	10	51	0.5
8 to 9 A.M.	18	22	7	12	11	10	80	0.9
9 to 10 A.M.	13	9	7	11	11	10	61	0.7
10 to 11 A.M.	18	14	21	17	17	10	97	1.0
11 to 12 A.M.	23	11	16	11	11	11	83	0.9
12 to 1 P.M.	24	22	14	1	17	11	90	1.0
1 to 2 P.M.	20	17	21	18	27	20	143	1.5
2 to 3 P.M.	19	16	19	9	10	10	83	0.9
3 to 4 P.M.	30	28	12	35	20	10	155	1.7
4 to 5 P.M.	42	21	21	35	30	30	199	2.1
5 to 6 P.M.	40	36	29	42	30	30	207	2.2
6 to 7 P.M.	39	57	36	35	41	40	248	2.7
7 to 8 P.M.	43	44	32	33	43	44	239	2.6
8 to 9 P.M.	42	42	34	38	46	3	205	2.2
9 to 10 P.M.	32	23	19	28	29	20	151	1.6
10 to 11 P.M.	30	19	18	22	21	20	140	1.5
11 to 12 P.M.	25	20	19	26	28	35	153	1.6
Not stated	3	.....	1	.....	2	6	12	0.1
Total	525	461	372	476	501	501	3,836	100.0



ALL ACCIDENTS CLASSIFIED BY DAY OF OCCURRENCE

Day of Occurrence:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Sunday.....	1,247	1,185	1,214	1,333	1,353	1,519	7,851	13.4
Monday.....	1,193	1,171	1,202	1,354	1,425	1,473	7,818	13.3
Tuesday.....	1,164	1,172	1,161	1,239	1,380	1,426	7,542	12.9
Wednesday.....	1,220	1,223	1,089	1,241	1,348	1,482	7,603	12.9
Thursday.....	1,277	1,198	1,094	1,230	1,360	1,616	7,775	13.2
Friday.....	1,287	1,385	1,249	1,256	1,610	1,534	8,321	14.2
Saturday.....	1,852	1,837	1,625	1,989	2,172	2,338	11,813	20.1
Not stated.....	1	....	....	3	....	....	4	....
Total.....	9,241	9,171	8,634	9,645	10,648	11,388	58,727	100.0

FATAL ACCIDENTS CLASSIFIED BY DAY OF OCCURRENCE

Day of Occurrence:—	1931	1932	1933	1934	1945	1936	Total	Per Cent.
Sunday.....	70	70	58	70	85	67	420	14.8
Monday.....	76	62	53	63	62	66	382	13.5
Tuesday.....	65	53	48	63	82	59	370	13.0
Wednesday.....	66	59	35	64	63	73	360	12.7
Thursday.....	75	60	41	57	50	68	351	12.4
Friday.....	72	62	52	64	57	56	363	12.8
Saturday.....	101	95	85	95	102	112	590	20.8
Total.....	525	461	372	476	501	501	2,836	100.0

SEX OF DRIVERS INVOLVED IN ALL ACCIDENTS

Sex of Drivers:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Male.....	12,561	12,184	11,319	12,872	14,096	15,037	78,069	93.5
Female.....	775	876	822	859	1,015	1,033	5,380	6.5
Total.....	13,336	13,060	12,141	13,731	15,111	16,070	83,449	100.0

SEX OF DRIVERS INVOLVED IN FATAL ACCIDENTS

Sex of Drivers:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Male.....	588	495	394	537	555	566	3,135	94.7
Female.....	26	31	26	33	24	36	176	5.3
Total.....	614	526	420	570	579	602	3,311	100.0

DRIVERS IN ALL ACCIDENTS DETAILED BY AGE GROUP

Age of Drivers:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Under 18 years.....	273	224	172	205	190	256	1,320	1.8
18 to 24 years.....	2,492	2,428	2,287	2,877	3,346	3,562	16,992	23.5
25 to 40 years.....	4,103	4,495	4,644	5,789	6,548	7,239	32,818	45.3
41 to 54 years.....	1,994	2,263	2,205	2,758	3,186	3,367	15,773	21.8
55 to 64 years.....	479	559	594	731	831	962	4,156	5.7
65 years and over.....	163	170	205	260	288	326	1,412	1.9
Not stated.....	3,832	2,921	2,034	1,111	722	358	10,978	....
Total.....	13,336	13,060	12,141	13,731	15,111	16,070	83,449	100.0

DRIVERS IN FATAL ACCIDENTS DETAILED BY AGE GROUP

Age of Drivers:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Under 18 years.....	15	7	4	7	8	9	50	1.6
18 to 24 years.....	139	122	102	135	143	144	785	25.6
25 to 40 years.....	218	207	167	226	237	254	1,309	42.7
41 to 54 years.....	108	91	78	121	125	138	661	21.6
55 to 64 years.....	28	33	29	31	30	29	180	5.9
65 years and over.....	12	11	11	13	15	19	81	2.6
Not stated.....	94	55	29	37	21	9	245	....
Total.....	614	526	420	570	579	602	3,311	100.00

## OPERATING EXPERIENCE OF DRIVERS IN ALL ACCIDENTS

Length of Experience:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Less than 3 months....	168	157	124	182	191	180	1,002	1.2
3 to 6 months.....	135	92	66	110	34	81	518	0.6
6 to 12 months.....	65	59	47	43	99	103	416	0.5
1 to 4 years.....	1,696	2,196	1,887	2,184	2,209	2,550	12,722	16.2
5 years and over.....	6,955	7,235	7,583	9,632	11,111	12,000	54,516	70.5
Not stated.....	4,317	3,321	2,434	1,580	1,200	1,000	14,852	19.0
Total.....	13,336	13,060	12,141	13,731	15,113	15,913	83,296	100.0

## OPERATING EXPERIENCE OF DRIVERS IN FATAL ACCIDENTS

Length of Experience:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Less than 3 months....	8	5	6	12	7	7	45	0.01
3 to 6 months.....	3	3	....	3	4	7	20	0.00
6 to 12 months.....	8	3	2	2	....	....	15	0.00
1 to 4 years.....	79	100	64	77	....	....	320	0.4
5 years and over.....	322	284	262	311	363	420	1,562	0.02
Not stated.....	194	131	86	128	280	220	1,139	0.01
Total.....	614	526	420	570	634	644	3,408	100.0

## CONDITION OF DRIVERS IN ALL ACCIDENTS

Condition:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Intoxicated.....	137	151	121	110	110	100	629	0.8
Physical defect.....	13	21	38	28	22	46	168	0.2
Extreme fatigue.....	49	106	98	100	100	110	563	0.7
Normal.....	13,137	12,782	11,884	13,491	14,781	15,697	71,672	88.3
Total.....	13,336	13,060	12,141	13,721	15,213	16,053	71,672	100.0

## CONDITION OF DRIVERS IN FATAL ACCIDENTS

Condition:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Intoxicated.....	13	10	12	7	....	11	43	0.00
Physical defect.....	....	1	3	....	11	7	22	0.00
Extreme fatigue.....	4	5	6	4	....	....	19	0.00
Normal.....	597	510	399	559	609	570	3,144	0.04
Total.....	614	526	420	570	620	588	3,408	100.0

## TYPES OF VEHICLES INVOLVED IN ALL ACCIDENTS

Type of Vehicle:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Passenger car.....	11,172	10,907	10,107	11,240	12,517	13,113	69,056	82.5
Commercial vehicle....	1,946	1,991	1,971	2,611	2,224	2,082	13,827	16.5
Taxicab.....	244	218	176	227	170	193	1,228	1.5
Bus.....	101	104	75	82	84	90	536	0.6
Motorcycle.....	282	282	262	287	279	280	1,772	2.1
Trailer.....	42	42	69	12	....	10	175	0.2
All others.....	15	6	14	....	17	12	58	0.1
Not stated.....	80	50	5	....	1	....	136	0.2
Total.....	13,882	13,600	12,679	14,201	15,013	15,768	75,143	100.00

## TYPES OF VEHICLES INVOLVED IN FATAL ACCIDENTS

Type of Vehicle:—	1931	1932	1933	1934	1935	1936	Total	Per Cent.
Passenger car.....	479	417	342	412	401	400	2,451	71.02
Commercial vehicle....	110	107	87	160	118	100	682	20.01
Taxicab.....	10	3	6	....	8	....	27	0.81
Bus.....	3	3	4	3	....	5	18	0.54
Motorcycle.....	23	12	10	10	17	11	73	2.20
Trailer.....	1	2	4	1	....	....	8	0.24
All others.....	3	....	....	....	....	....	3	0.09
Not stated.....	9	12	2	4	1	....	28	0.85
Total.....	638	556	455	587	607	526	3,409	100.00

NUMBER OF PERSONS NON-FATALLY INJURED,

	Total 1936	All Ages 5-yr. Total			0-4 yrs. 5-yr. Total				5-14 yrs. 5-yr. Total			
	No.	Per cent.	No.	Per cent.	No	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
Collision with:—												
Pedestrian.....	3307	32.3	14764	32.7	418	83.9	1877	81.37	1129	67.37	5311	70.4
Other motor vehicle.....	3561	34.7	15569	34.5	61	12.3	318	13.78	212	12.65	901	11.9
Horse-drawn vehicle.....	175	1.7	924	2.1	1	.2	9	.39	5	.30	39	.5
R. R. train.....	136	1.3	493	1.1	1	.2	3	.13	8	.47	29	.4
Street car.....	143	1.4	686	1.5	1	.2	10	.43	3	.18	26	.4
Other vehicles.....	10	.1	58	.1								
Fixed object.....	865	8.4	3585	7.9	7	1.4	41	1.78	21	1.25	116	1.5
Bicycle.....	1124	11.0	4214	9.3	1	.2	5	.22	265	15.81	946	12.5
Motorcycle.....	183	1.8	922	2.0			1	.04	1	.06	11	.2
Non-collision.....	719	7.0	3794	8.4	6	1.2	36	1.56	30	1.79	160	2.1
Miscellaneous.....	28	.3	179	.4	2	.4	7	.30	2	.12	10	.1
Total.....	10251	100.0	45188	100.0	498	100.0	2307	100.00	1676	100.00	7549	100.0

NUMBER OF PERSONS FATALLY INJURED,

	Total 1936		All Ages 5-yr. Total		1936		0-4 yrs. 5-yr. Total		1936		5-14 yrs. 5-yr. Total.	
	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
Collision with:—												
Pedestrian . . . . .	235	43.0	1071	42.4	23	88.5	121	85.8	38	77.6	217	76.4
Other motor vehicle . . . . .	95	17.4	388	15.4	1	3.8	3	2.1	1	2.0	15	5.3
Horse-drawn vehicle . . . . .	7	1.3	36	1.4								
R. R. train . . . . .	40	7.3	235	9.3			2	1.4	2	4.1	7	2.5
Street car . . . . .	14	2.6	50	2.0					1	2.0	3	1.0
Other vehicles . . . . .			5	.2								
Fixed object . . . . .	43	7.9	229	9.1			6	4.3	1	2.0	5	1.8
Bicycle . . . . .	30	5.5	150	5.9					4	8.2	23	8.1
Motorcycle . . . . .	8	1.5	40	1.6								
Non-collision . . . . .	67	12.2	302	12.0	2	7.7	8	5.7	2	4.1	14	4.9
Miscellaneous . . . . .	7	1.3	17	.7			1	.7				
Total . . . . .	546	100.0	2523	100.0	26	100.0	141	100.0	49	100.0	284	100.0

# MOTOR VEHICLES BRANCH, 1936

## CLASSIFIED BY TYPE OF COLLISION AND AGE GROUP

15-35 yrs. 5-yr. Total				36-54 yrs. 5-yr. Total				55-64 yrs. 5-yr. Total				65 yrs. and over 5-yr. Total			
No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
548	13.4	2399	13.99	559	24.92	2240	23.6	234	34.6	993	10.1	100	1.0	100	1.0
1659	40.6	7009	40.87	976	44.22	4100	43.2	255	37.7	1071	10.8	100	1.0	100	1.0
86	2.1	353	2.06	37	1.68	250	2.6	20	3.0	96	1.0	100	1.0	100	1.0
74	1.8	253	1.48	31	1.40	105	1.1	6	.9	27	.3	100	1.0	100	1.0
71	1.7	296	1.73	42	1.90	224	2.4	10	1.5	43	.4	100	1.0	100	1.0
4	.1	16	.09	1	.04	19	.2	.....	.....	.....	.....	100	1.0	100	1.0
494	12.1	1916	11.16	218	9.88	885	9.3	55	8.1	221	2.3	100	1.0	100	1.0
603	14.8	2225	12.97	137	6.21	579	6.1	44	6.5	176	1.8	100	1.0	100	1.0
158	3.9	761	4.44	13	.59	48	.5	1	.1	6	.1	100	1.0	100	1.0
374	9.2	1816	10.59	195	8.84	1002	10.6	51	7.6	244	2.5	100	1.0	100	1.0
14	.3	107	.62	7	.32	39	.4	.....	.....	5	.1	100	1.0	100	1.0
4085	100.0	17151	100.00	2207	100.00	9491	100.0	676	100.0	2836	100.0	1000	100.0	1000	100.0

## CLASSIFIED BY TYPE OF COLLISION AND AGE GROUP

15-35 yrs. 5-yr. Total				36-54 yrs. 5-yr. Total				55-64 yrs. 5-yr. Total				65 yrs. and over 5-yr. Total			
No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
33	19.2	134	16.6	43	32.1	186	32.2	21	41.2	121	1.1	100	1.0	100	1.0
38	22.1	161	19.9	32	23.9	111	19.2	13	25.5	5	.5	100	1.0	100	1.0
1	.6	13	1.6	.....	.....	7	1.2	2	3.9	.....	.....	100	1.0	100	1.0
14	8.1	99	12.3	16	11.9	76	13.2	2	3.9	.....	.....	100	1.0	100	1.0
7	4.1	23	2.8	5	3.7	20	3.5	.....	.....	.....	.....	100	1.0	100	1.0
.....	.....	2	.2	.....	.....	2	.3	.....	.....	.....	.....	100	1.0	100	1.0
25	14.5	116	14.4	10	7.5	60	10.4	1	2.0	19	.2	100	1.0	100	1.0
14	8.1	70	8.7	9	6.7	37	6.4	1	2.0	19	.2	100	1.0	100	1.0
7	4.1	37	4.6	1	.7	2	.3	.....	.....	.....	.....	100	1.0	100	1.0
30	17.4	148	18.3	16	12.0	71	12.3	10	19.4	20	2.0	100	1.0	100	1.0
3	1.8	5	.6	2	1.5	6	1.0	1	2.0	3	.3	100	1.0	100	1.0
172	100.0	808	100.0	134	100.0	578	100.0	51	100.0	279	100.0	1000	100.0	1000	100.0



## CLASSIFICATION OF PERSONS FATALLY INJURED

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	100	65	109	102	97	473	18.8
Passengers.....	125	121	140	175	156	717	28.4
Pedestrians.....	230	175	215	227	244	1,091	43.2
Others*.....	8	7	6	10	8	39	1.6
Bicyclists.....	27	25	31	36	30	149	5.9
Motorcycle drivers.....	10	6	7	9	9	41	1.6
Motorcycle passengers.....	2	4	4	1	2	13	.5
Total.....	502	403	512	560	546	2,523	100.0

## CLASSIFICATION OF PERSONS NON-FATALLY INJURED

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	1,546	1,423	1,630	1,782	1,815	8,196	18.1
Passengers.....	3,041	2,827	3,208	3,492	3,633	16,201	35.9
Pedestrians.....	2,737	2,646	2,979	3,179	3,362	14,903	33.0
Others*.....	113	121	151	142	123	650	1.4
Bicyclists.....	572	649	822	1,021	1,106	4,170	9.2
Motorcycle drivers.....	175	163	163	184	182	867	1.9
Motorcycle passengers.....	47	48	37	39	30	201	.5
Total.....	8,231	7,877	8,990	9,839	10,251	45,188	100.0

## CLASSIFICATION OF PERSONS FATALLY INJURED IN URBAN ACCIDENTS

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	27	18	24	22	15	106	10.9
Passengers.....	16	27	28	39	37	147	15.1
Pedestrians.....	139	100	133	117	135	624	64.2
Others*.....	1	1	....	4	1	7	.7
Bicyclists.....	10	11	15	17	15	68	7.0
Motorcycle drivers.....	5	1	4	4	3	17	1.7
Motorcycle passengers.....	1	....	1	1	1	4	.4
Total.....	199	158	205	204	207	973	100.0

\*Passengers in horse-drawn vehicles or in other vehicles not motor vehicles or bicycles.

## CLASSIFICATION OF PERSONS FATALLY INJURED IN RURAL ACCIDENTS

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	73	47	85	80	82	367	23.7
Passengers.....	109	94	112	136	119	570	36.8
Pedestrians.....	91	75	82	110	109	467	30.1
Others*.....	7	6	6	6	7	32	2.1
Bicyclists.....	17	14	16	19	15	81	5.2
Motorcycle drivers.....	5	5	3	5	6	24	1.5
Motorcycle passengers.....	1	4	3	....	1	9	.6
Total.....	303	245	307	356	339	1,550	100.0

## CLASSIFICATION OF PERSONS NON-FATALLY INJURED IN URBAN ACCIDENTS

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	570	513	590	632	688	2,993	11.4
Passengers.....	1,088	1,028	1,224	1,270	1,413	6,023	22.9
Pedestrians.....	2,325	2,255	2,522	2,687	2,907	12,696	48.4
Others*.....	42	43	43	66	52	246	.9
Bicyclists.....	489	529	685	885	956	3,544	13.5
Motorcycle drivers.....	130	110	115	136	135	626	2.4
Motorcycle passengers.....	35	28	31	25	18	137	.5
Total.....	4,679	4,506	5,210	5,701	6,169	26,265	100.0

## CLASSIFICATION OF PERSONS NON-FATALLY INJURED IN RURAL ACCIDENTS

	1932	1933	1934	1935	1936	Total	Per Cent.
Drivers.....	976	910	1,040	1,150	1,127	5,203	27.5
Passengers.....	1,953	1,799	1,984	2,222	2,220	10,178	53.8
Pedestrians.....	412	391	457	492	455	2,207	11.7
Others*.....	71	78	108	76	71	404	2.1
Bicyclists.....	83	120	137	136	150	626	3.3
Motorcycle drivers.....	45	53	48	48	47	241	1.3
Motorcycle passengers.....	12	20	6	14	12	64	.3
Total.....	3,552	3,371	3,780	4,138	4,082	18,923	100.0















